26 MARCH 1954

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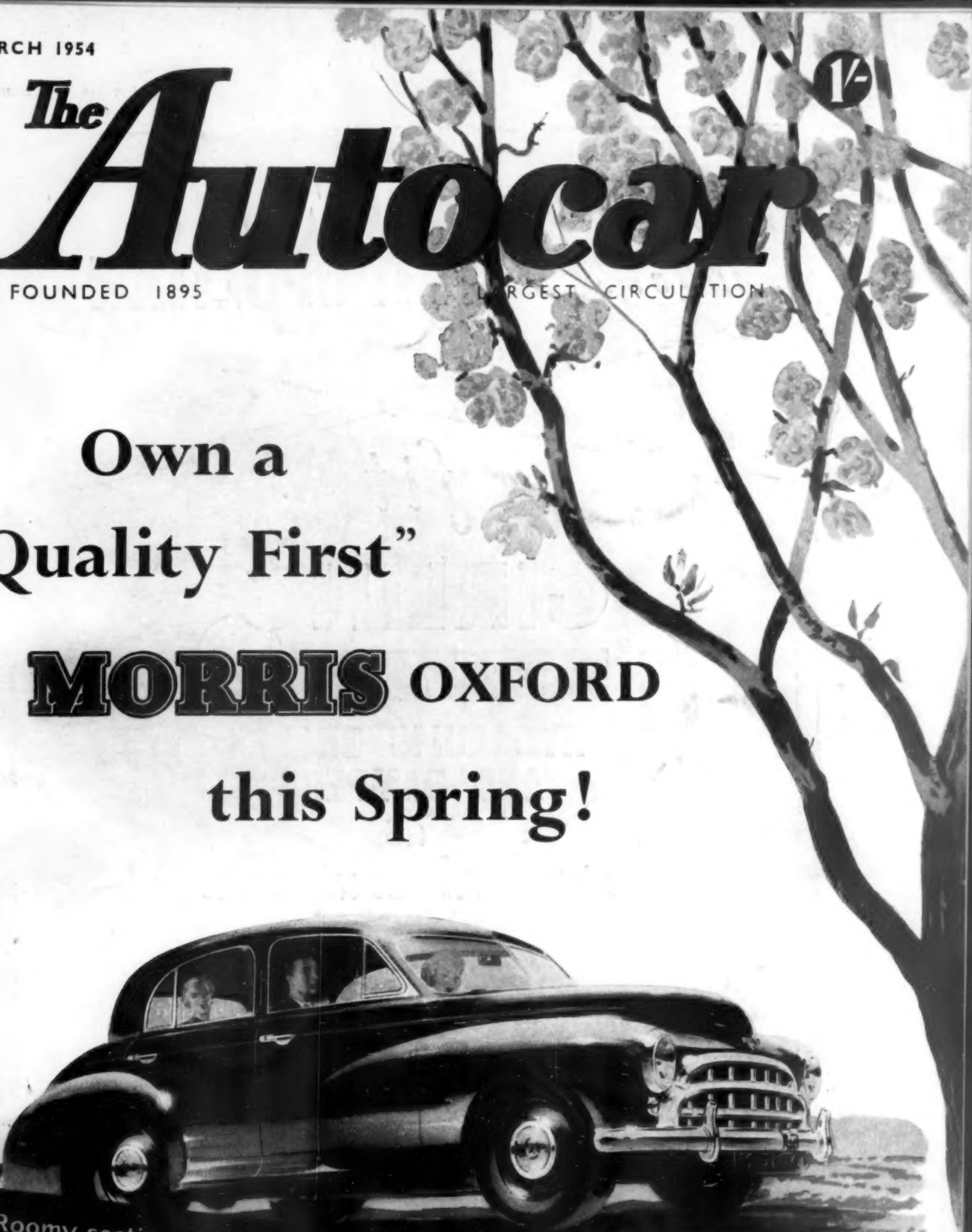

Roomy seating within the wheelbase . . . exceedingly good performance . . . . unusually high standard of finish . . independent front suspension.

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Nash and NOW... METROPOLITAN

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THE BEST BRAKES IN THE WORLD

HYDRAULIC BRAKES
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are proud to be associated with Nash in keeping

——— ***Way Out Ahead*** ———→

GIRLING LTD. · KINGS ROAD · TYSELEY · BIRMINGHAM · 11

Britain's newest dollar earner

Austin of England are proud that the new Nash "Metropolitan" Sedan and Convertible, now announced by the Nash-Kelvinator Corporation of Detroit for sale in the U.S.A. and Canada, is being produced at Longbridge using material of entirely British manufacture and basic design. This car promises to become one of the country's greatest dollar earners and is a glowing tribute to the versatility of Britain's motor industry.

BMC

Austin of England

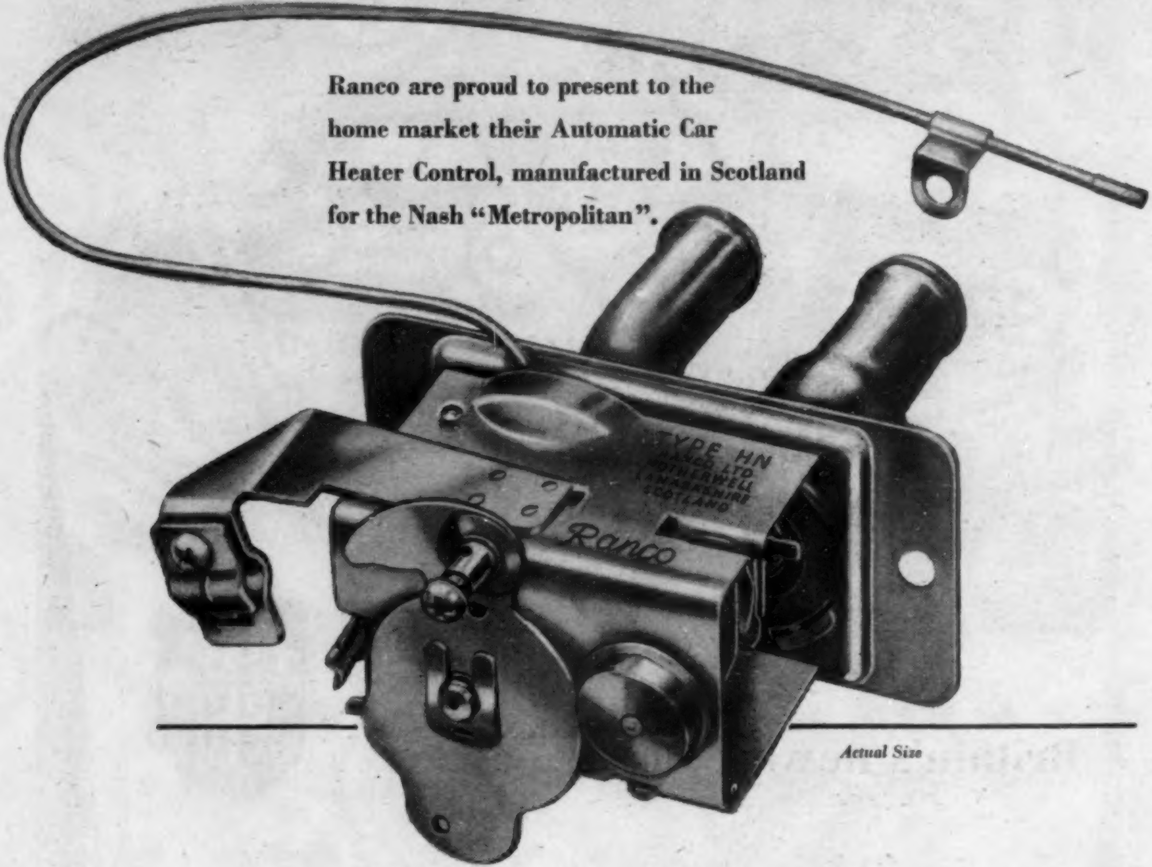
THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

A

Ranco AUTOMATIC CAR HEATER CONTROL

GIVES SUMMER COMFORT THROUGHOUT THE YEAR!

Ranco are proud to present to the home market their Automatic Car Heater Control, manufactured in Scotland for the Nash "Metropolitan".



Actual Size

This control, although new in this country, has been developed through twelve years of experience by Ranco, U.S.A., and millions are now being used in the majority of modern American cars. Installed at negligible cost, the Ranco control reduces mechanical complications to a new minimum and effects an astounding economy on space.

Briefly speaking, its action is to control thermostatically the flow of hot liquid through the heater. A steady intake of fresh air over the heater maintains the interior of the car at a perfectly even and comfortable temperature, controlled independently of the temperature of the outside air. The Ranco thermostatically controlled valve can be adjusted to maintain—automatically—personal comfort conditions, or can be set fully open and, for summer use, fully closed. ***We shall be pleased to hear from manufacturers: remember, simplicity sells. Fit Ranco's Automatic Car Heater Control to cut costs and avoid complicated mechanisms.***

Ranco LIMITED

WORLD'S LARGEST MANUFACTURER OF REFRIGERATION AND CAR HEATER CONTROLS. OVER SIXTY MILLION ALREADY PRODUCED.

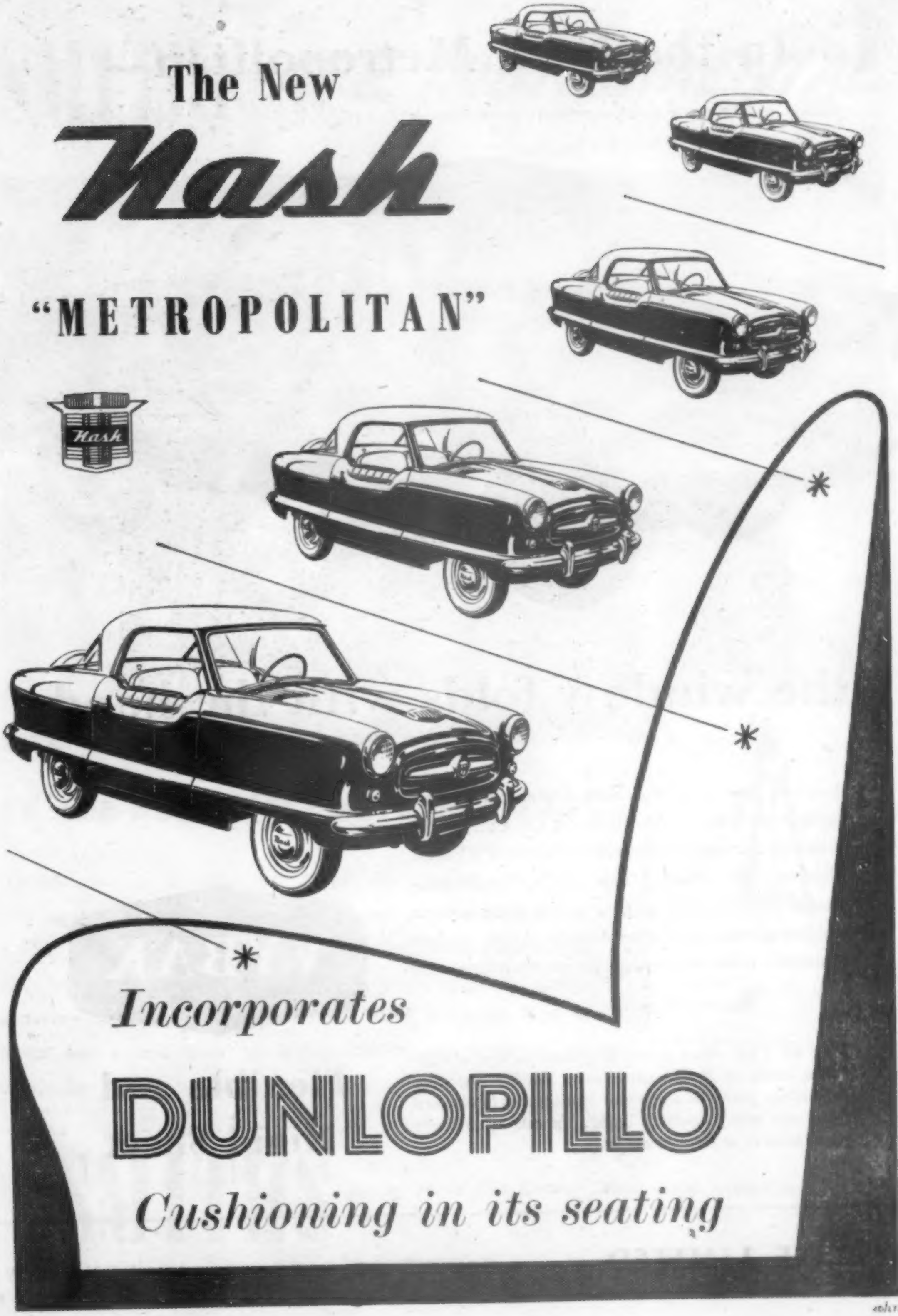
INDUSTRIAL ESTATE, NEWHOUSE, MOTHERWELL, LANARKSHIRE, SCOTLAND

TELEPHONE: NEWHOUSE 701. CABLES: RANCOSTAT, MOTHERWELL, SCOTLAND

The New

Nash

"METROPOLITAN"



Incorporates

DUNLOPILLO

Cushioning in its seating

[illegible]

In the Nash Metropolitan—

the window folds with the hood

A special feature of the Nash Metropolitan Convertible, made by the Austin Motor Co. Ltd. for the American market, is its large rear window of VYBAK Flexible Clear Sheet. This tough, hardwearing plastic material folds as part of the hood without any fear of cracking or other damage. A rear window of this size means better visibility and therefore much safer driving.

VYBAK Clear Sheet is now being used for several well-known makes of British sports cars. Flexible and rigid (sidescreen) grades for use in your own car may be obtained from your motor accessory dealer. In case of difficulty please write to us for information.

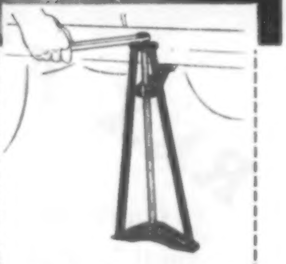
VYBAK REGD.

Flexible and Rigid Sheet

BAKELITE LIMITED · 12-18 GROSVENOR GARDENS · LONDON · S.W.1

VS3

SMITHS *ARE INSTRUMENTAL*



Smiths Steadylift Mk. I Jacks are fitted as standard equipment on all Nash Metropolitans.

ON THE NEW NASH 'METROPOLITAN'

Another new car is fitted with Smiths instruments! The Nash 'Metropolitan' is British-made for the American motorist, and like 9 other British cars out of 10 it relies on Smiths for instruments. Here is a model that embraces all that is best in motor-car design and construction from two continents—and it carries both a heater and a jack made by Smiths. Smiths are proud to be chosen for Austin's new dollar-earner.

SMITHS *accessories for better American motoring*

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specialises in Rubber Extrusions of high quality and extreme accuracy. Manufacturers of "GLAZETITE" and "SUPPELSEAL" sealing sections and mouldings in natural and synthetic rubber.

RUBBER COMPONENTS

ARE FITTED TO THE

Nash "Metropolitan"

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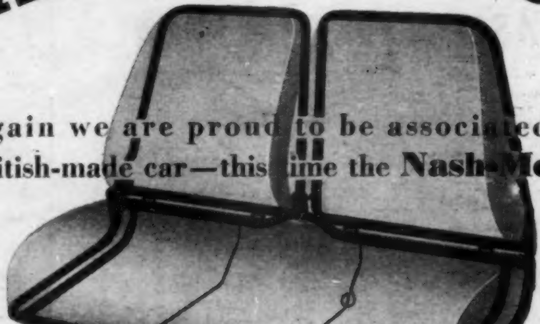
B.M.J

REX ARNOLD & CO., LTD.

Once again we are proud to be associated with yet another British-made car—this time the **Nash-Metropolitan**

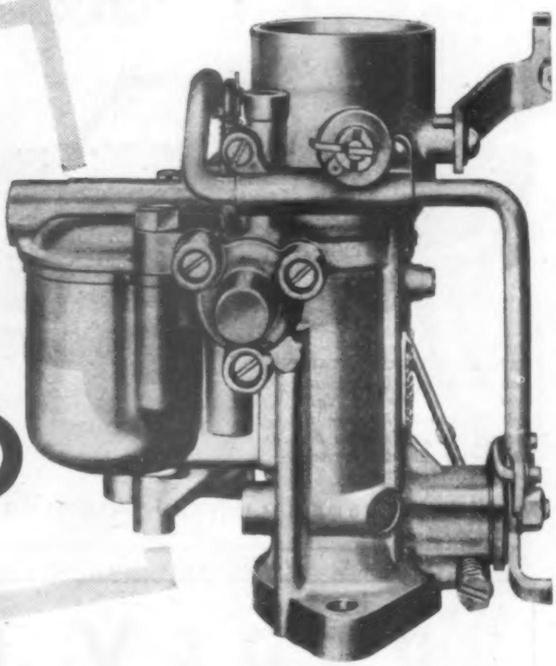


Manufacturers of seat frames and tubular assemblies, suppliers to the Motor Trade and Aircraft Industry and Municipal Authorities.

REX ARNOLD & CO. LTD., Factory Centre, Birmingham, 30. Telephone: KINgs Norton 3531-2.

For the New
Nash "METROPOLITAN"

CARBURETTER by ZENITH



The choice of a ZENITH VIG Type Carburetter for this brilliant new car, to be produced in this country by AUSTIN for the Nash-Kelvinator Corporation of U.S.A., further justifies our claim that ZENITH is Britain's foremost carburetter. Since the earliest days of motoring, leading car manufacturers have specified ZENITHS for their engines and literally millions of motorists have learned to rely on the dependability and economy of the ZENITH Carburetter.

Complete Carburetter Service facilities, including exchange units and special outfits to suit all engines are available at Zenith Service Stations and Agents everywhere at home and overseas.

THE ZENITH CARBURETTER CO. LTD., HONEYPOT LANE, STANMORE, MIDDX

ZENITH EQUIPPED means MORE POWER from LESS PETROL

For style and dependability the

NASH 'METROPOLITAN'

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- BUMPERS
- STEERING WHEEL
- SPARE WHEEL LOCK
- REAR SQUAB LOCK
- OUTSIDE & INSIDE DOOR HANDLES
- WINDOW REGULATORS & CHANNELS
- RADIATOR GRILLE & BADGE
- DOOR LOCKS & STRIKERS
- HANDLE ESCUTCHEONS
- DOOR CHECK LINKS
- HOOD ORNAMENT

THE NASH "METROPOLITAN" *is being manufactured by the Austin Motor Co. Ltd. for the Nash-Kelvinator Corporation, for the American market. It is the first example of an American car being produced in this country.*

WILMOT BREEDEN

WILMOT BREEDEN LIMITED, BIRMINGHAM, LONDON, MANCHESTER, GLASGOW

BERRY BUTTONS

ARE USED ON THE 'NASH METROPOLITAN'

These small polythene elements act as cushions between the spring leaves and avoid point or line contacts which cause stress concentrations and squeaks. Line contact allows the spring leaf tip to dig a notch in the adjacent leaf, leading to premature failure, but the Berry Buttons spread the load uniformly over their area.

Patent Pending

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Specialists in Vehicle Suspension for 100 years

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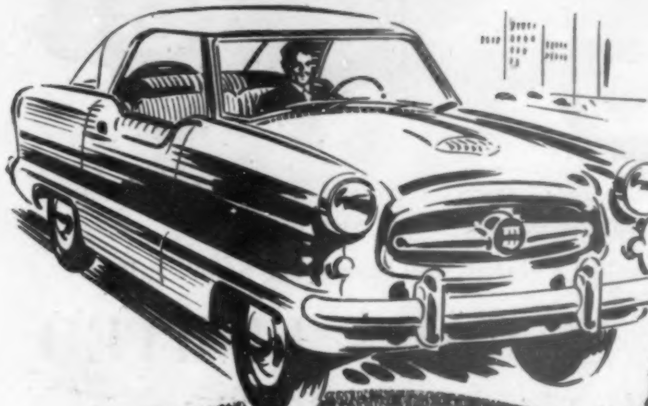
ONE OF THE BROCKHOUSE COMPANIES

WORLD'S FIRST CHOICE TYRE— GOODYEAR on new Nash 'Metropolitan' made by AUSTIN



GOODYEAR
Super Cushion

Super Cushion

by **GOODYEAR**

chosen for **SAFETY, COMFORT** and **MILEAGE**

The Super Cushion by Goodyear is the latest development in car tyre construction, operating on the principle of providing more air at lower pressure—to give a smoother ride, easier steering and extra-long mileage. For just these reasons Goodyear was the choice for the new Nash 'Metropolitan' being made by Austin for the Nash-Kelvinator Corporation of U.S.A.

Unequalled experience in building the right tyre for the job is the reason why more people, the world over, ride on Goodyear tyres than any other make.

You can trust

GOODYEAR

FOR LONG LIFE AND LASTING WEAR

CARY SPRINGS

"We are proud that Cary coil springs are incorporated in the front suspension of the 'Nash Met'."

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NASH-METROPOLITAN

chose

WOLVERHAMPTON DIECASTING CO. LTD.

THE Austin Motor Co. Ltd., like so many famous British Manufacturers have specified pressure die-castings by the Wolverhampton Die-Casting Co. Ltd. for the new Nash Metropolitan—taking advantage of their many years specialised experience in these fields.

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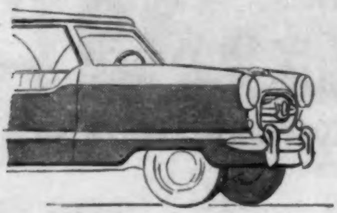

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PROUDLY ANNOUNCE
THAT CAMCOL REGD
DRAUGHT EXCLUDER
IS FITTED TO THE
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METROPOLITAN

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Connolly

LEATHER

is used on the

NASH
'METROPOLITAN'

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RIGHT THERE!

NASH METROPOLITAN

Austin fit RO components on the new Nash "Metropolitan"

R.O. OF DARLASTON

Manufacturers of Components
to the British Motor Industry.

Weathershields
MANUFACTURERS OF:
HOOD FITTINGS
FOR THE NASH
"METROPOLITAN"

As pioneers in the development of SLIDING ROOFS fitted on Austin cars, our association with the Austin Motor Company is of long standing and we are proud to play our part in this latest enterprise.

Weathershields Ltd
BISHOP STREET, BIRMINGHAM 5

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Oil and Petrol Resisting Jointing is used on the

Austin

NASH METROPOLITAN

and also on other models

The best of all resilient hot oil jointings

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For *Austin* dependability

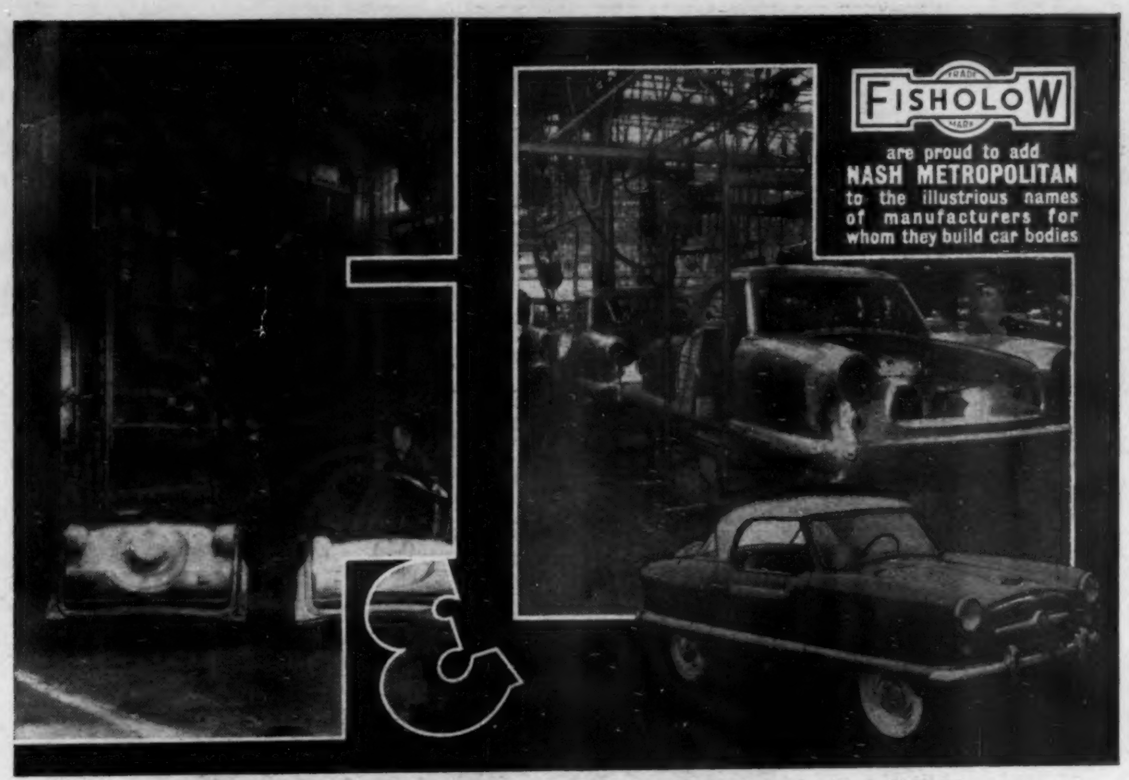
NASH 'METROPOLITAN'

is fitted with

TERRY'S

aero valve springs

HERBERT TERRY & SONS LIMITED REDDITCH ENGLAND



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are proud to add
NASH METROPOLITAN
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J670A

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The *NASH 'METROPOLITAN'*
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*Are proud to be associated with
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NASH — METROPOLITAN

We have supplied Pressings to the Motor Industry for over 30 years and are proud that our products are incorporated in this fine car.

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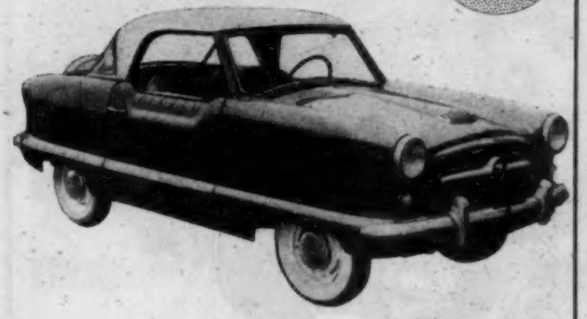
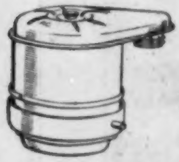
Chosen Again!

THE NASH METROPOLITAN

Made by Austin

is fitted with these AC QUALITY PRODUCTS



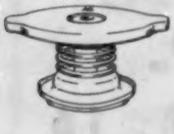


AC Air Cleaner

Austin Engineers favour complete air intake filtration. The "Metropolitan" model is fitted with a highly efficient oil bath air cleaner, combined with silencing chamber to eliminate noise.

AC Fuel Pump

The AC fuel pump — as fitted on all Austin cars — is again chosen for this new model. This type of fuel feed is outstandingly reliable and gives silent, trouble-free service under all conditions.



AC Radiator Pressure Cap

This AC product is adopted to enable the engine to be run at the most efficient temperature without danger of boiling or excessive vapourisation of cooling-water.

AC-DELCO Division of General Motors Ltd.,
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We are proud to be associated with the Austin Motor Co. Ltd., who now present the

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For many years we have specialised in the production of Spring Washers, Circlips and Spring Steel Pressings for the motor and allied trades.

Your enquiries are invited.

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IN 1926
WESTWOOD
FILLER CAPS & ASSEMBLIES
WERE FITTED TO
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WE ARE PROUD THAT
THE AUSTIN MOTOR CO
HAVE AGAIN CHOSEN
WESTWOOD OIL FILLER CAPS
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NASH METROPOLITAN
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RELIABILITY STANDS THE TEST OF TIME

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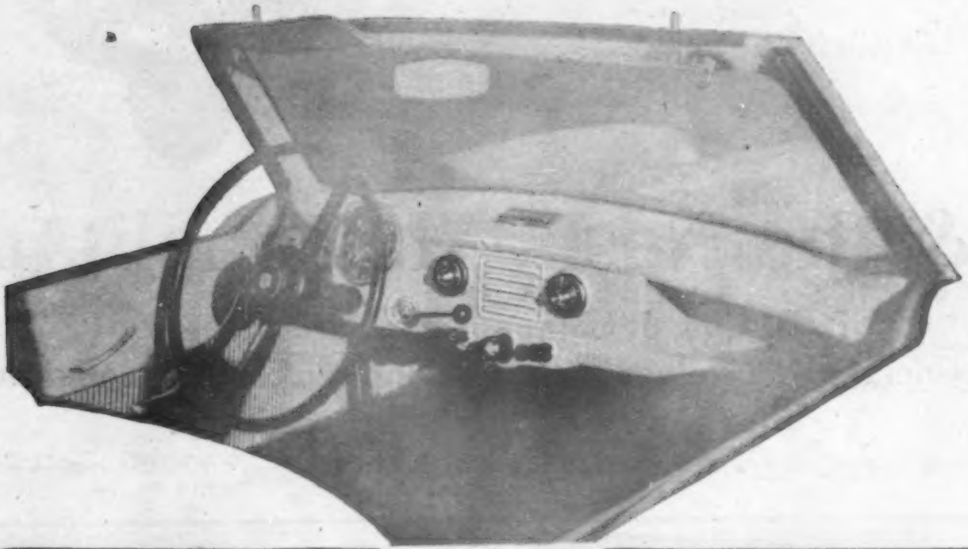
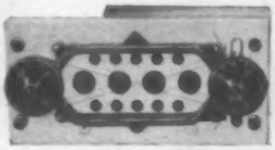
ACOCKS GREEN, BIRMINGHAM, 27

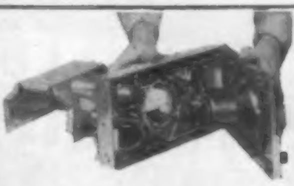
PYE Motor Radio
in every
Nash 'METROPOLITAN'



Removal of 6 screws exposes the top of the receiver for easy valve replacement. Neat and compact construction is an outstanding feature of this set.



Receiver and loudspeaker are mounted together in a single rigid unit specially tailored for the dash-board of the "Metropolitan".



Developed in the famous Pye research laboratories at Cambridge and manufactured by skilled technicians, here is a masterpiece of reliability and efficiency.

The Austin Motor Company have placed an exclusive contract with Pye Limited to supply the radio which will be fitted to every Nash "Metropolitan". This Pye motor radio receiver is a high-quality instrument providing the finest reception of American home stations. Its many attractive features include great simplicity of operation, lifelike tone, elegant appearance and extreme reliability.

Made in Cambridge, the Centre of Scientific Research, here is yet another Pye product to enhance the prestige of British electronic equipment throughout the world.

PYE LIMITED · CAMBRIDGE

P. B. Cow & Company Ltd.

& the Nash 'Metropolitan'

P. B. Cow & Company Ltd. are pleased to associate themselves with the supply of rubber mouldings for the new Nash 'Metropolitan'.

P. B. COW & COMPANY LTD: *Industrial Sales Division, Streatham Common, S.W.16. Tel: Pollards 4481.*
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HAND BRAKE LEVERS
are featured on the

New NASH Metropolitan

Sackville Components are renowned for their quality and dependability, and have been fitted as original equipment on the best makes of cars for almost a quarter of a century. The range includes Brake Levers, Hub Discs, Choke Controls and Exhaust Pipes. Enquiries are invited.

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EXHAUST PIPES, ETC., AND ALL TYPES TUBULAR FABRICATIONS

AUSTIN'S CHOICE—

'Vynide' for the NASH 'METROPOLITAN'

Photographs by courtesy of The Austin Motor Company Limited

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'Vynide' is used for

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'Vynide' is used for

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Austin Motor Company Limited and other leading car manufacturers choose 'Vynide' for car-seating upholstery because 'Vynide' is hard-wearing, scratch-proof, flame-resistant, stain-proof, and unaffected by petrol, oil and dilute acids.

'Vynide' will keep its smart appearance through years of hard wear. The only maintenance required is an occasional wipe-over with soap and water.

'Vynide' is the registered trade-mark of the p.v.c.-coated fabric manufactured only by the Leathercloth Division of Imperial Chemical Industries Ltd.

'Vynide' Regd. — *best in the long run*

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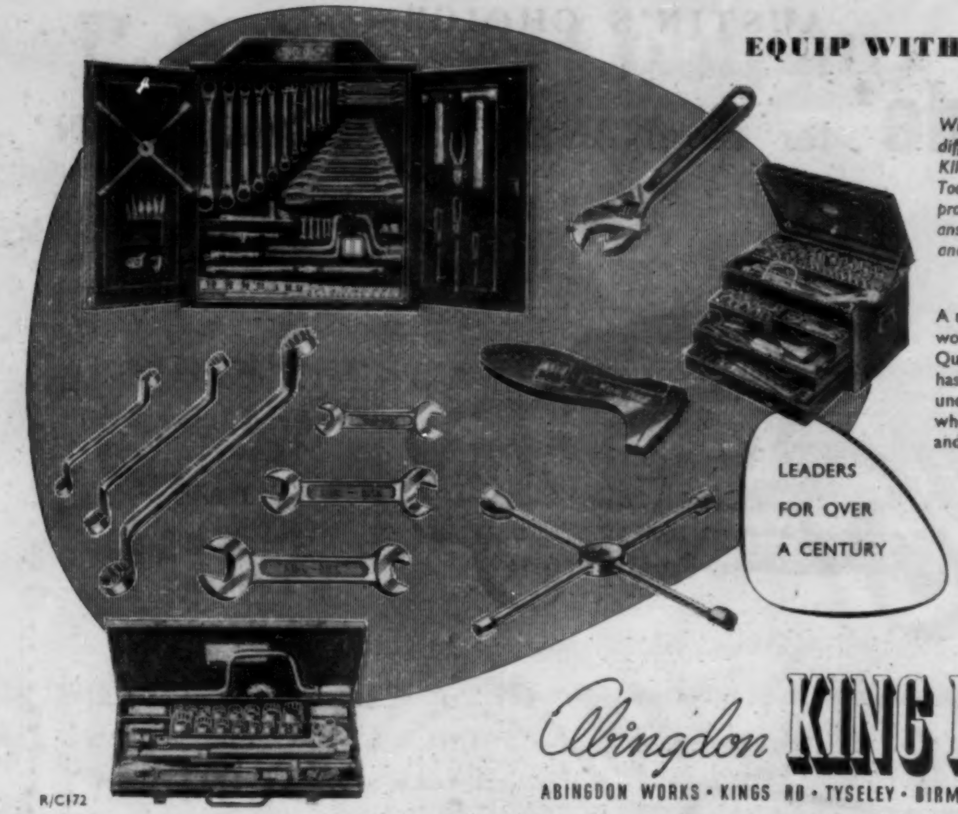

Whatever the size, or however difficult the position, the KING DICK range of Quality Tools can be relied upon to produce a quick and effective answer to awkward nuts and bolts.

A reputation for superlative workmanship, and rigid Quality-Control, has given KING DICK unchallenged leadership wherever fine tools are used and appreciated.

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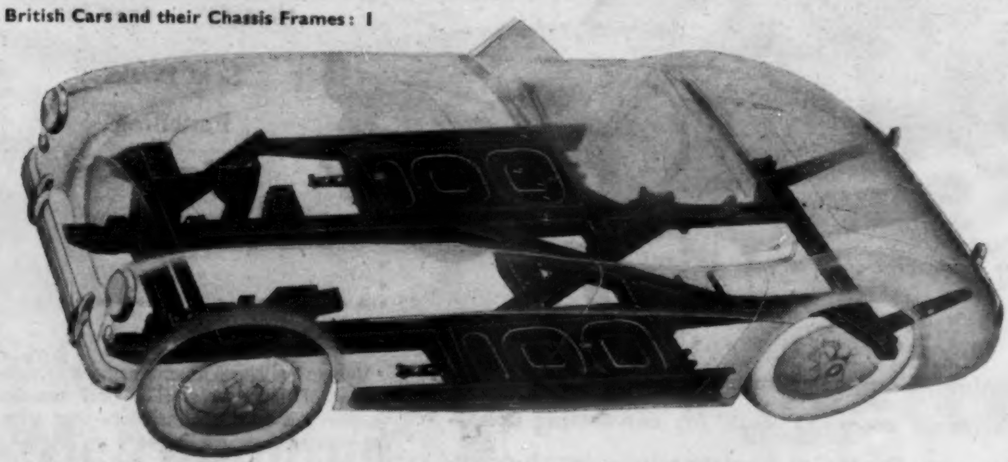
R/C172

British Cars and their Chassis Frames: I



Austin-Healey—The chassis frame of the Austin-Healey 100 is manufactured by John Thompson Motor Pressings Ltd. This frame has a number of interesting features, notably the carbon arc welded box section of the main members, the fabricated front suspension members and the composite construction of frame, outriggers and floor panels which are designed to integrate with the body frame and scuttle, thus achieving the required structural rigidity.

JOHN THOMPSON GROUP
JOHN THOMPSON MOTOR PRESSINGS LIMITED

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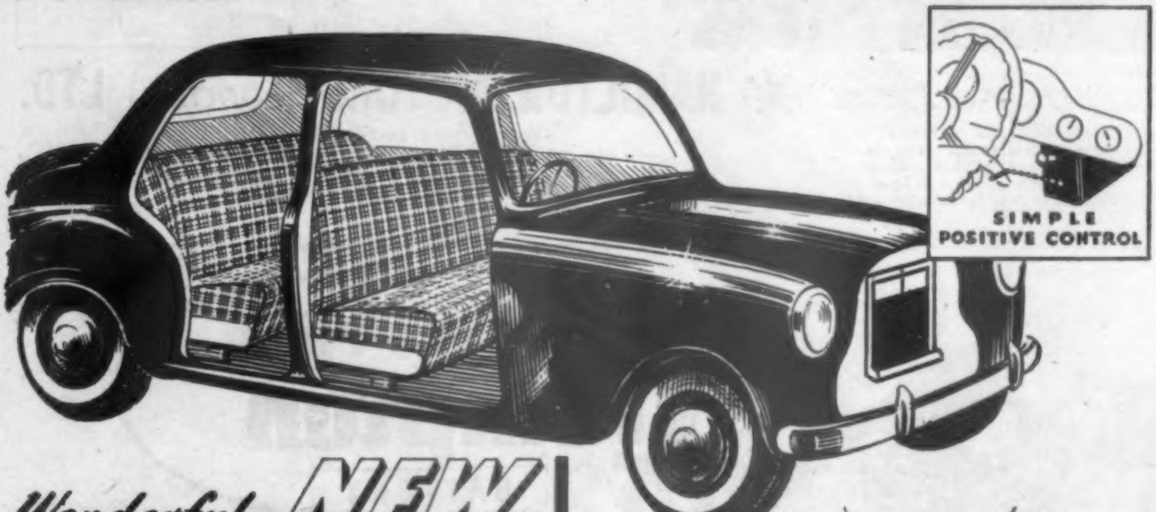
WOLVERHAMPTON

SEE THE NEW

Imperial

PRODUCTS

NEW Imperial dashboard-controlled RADIATOR BLINDS


SIMPLE POSITIVE CONTROL

Wonderful NEW Imperial LOOSE SEAT COVERS

Template Tailored -for Immaculate Fit!

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CAR
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No Wax or Silicone
Easy to Apply

The BRILLIANTLY successful Imperial CAR POLISH

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Please send full particulars of Imperial Loose Covers, Imperial Dashboard-Controlled Radiator Blinds, and name of nearest Stockist of Imperial Products. *(Make & model of car*..............................)

Name.............................. *Address*..............................

Give your car that Imperial look!

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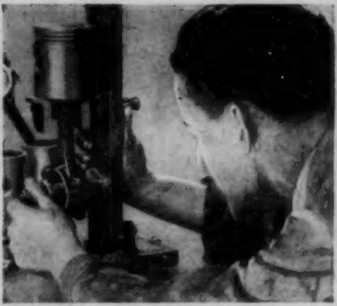

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Precision Workmanship—and precision testing are the highlights of HML Enginuity.
They are the reasons why you'll never find any other engines equal to HML rebuilds for performance and value.

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Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35. Deferred terms available. May we send you a copy of our booklet?

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We have a special department for car radio installations and repairs. Trade enquiries invited.

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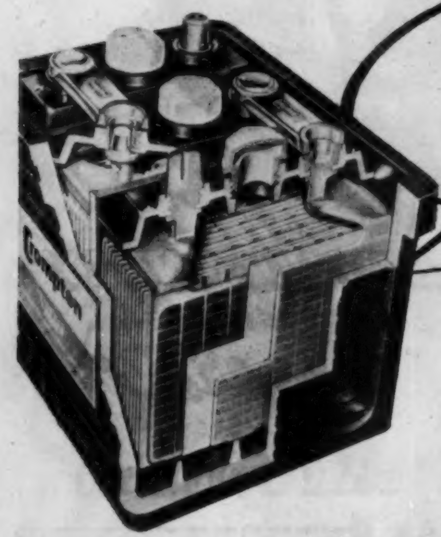

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Crompton

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Ahead in 5 ways yet costs no more

Here is the most advanced car battery you can buy today. It includes not only many refinements but also an improvement in the actual plate, the vital part of the battery where the power is generated. It means greater power and longer life. Crompton is the new name for the famous Young battery.

See how it leads

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- *'Dri-Stor' micro-porous separators for long life and maximum performance.*
- *Tough, shock-proof, hard rubber containers.*
- *New finger grip vent plugs for easy removal.*
- *Larger connector bars for higher starting voltage.*

AND THE BEST GUARANTEE
The new Crompton 2 year Guarantee Plan is the most generous ever given for a standard car battery.

Crompton
BATTERIES—stay YOUNG

CROMPTON PARKINSON LTD.
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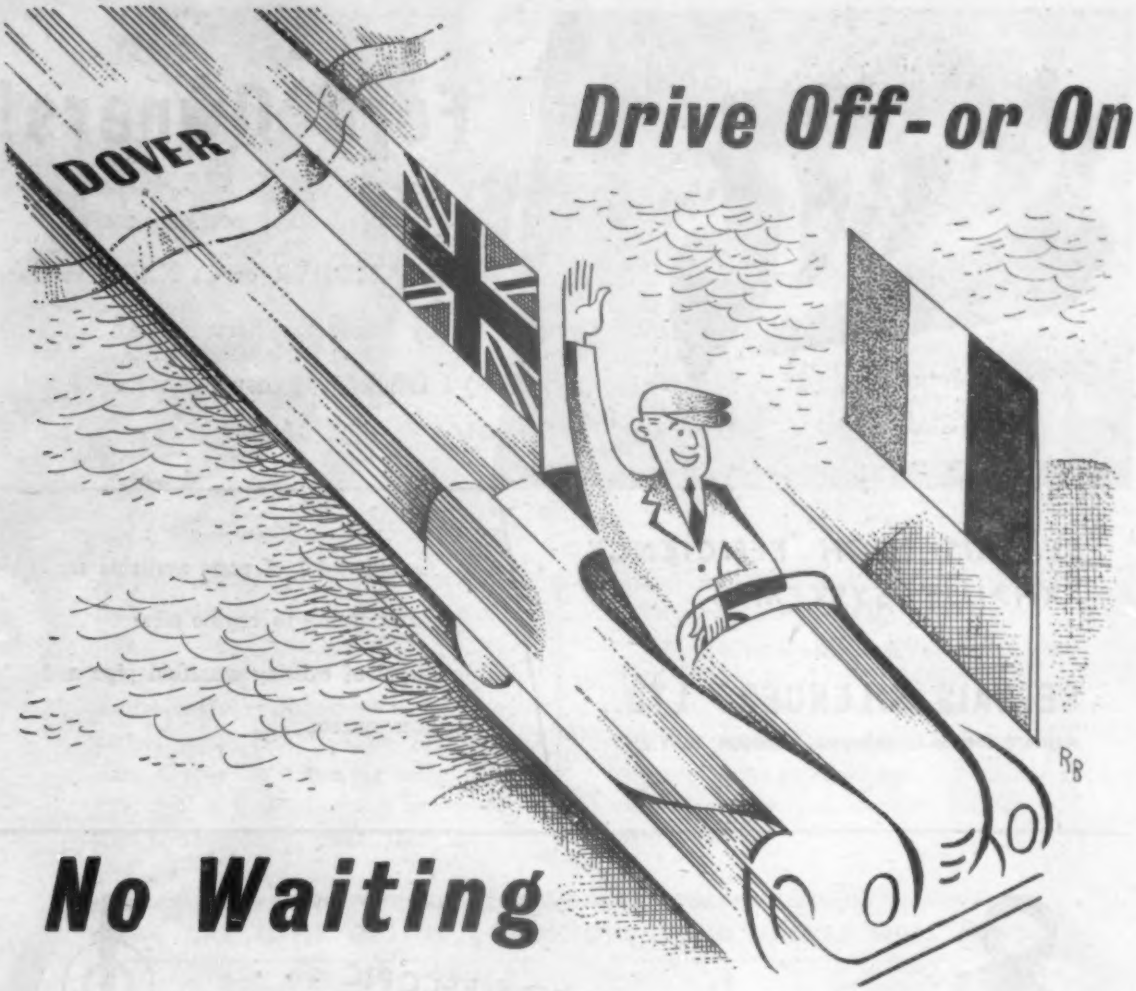
Telephone: CHAncery 3333.
Telegrams: Crompark, Estrand, London.

Drive Off-or On



No Waiting

at BOULOGNE

Motor abroad for thrill and excitement in a care-free way — but, remember, your pleasure will be doubled if you cross the channel via Boulogne.

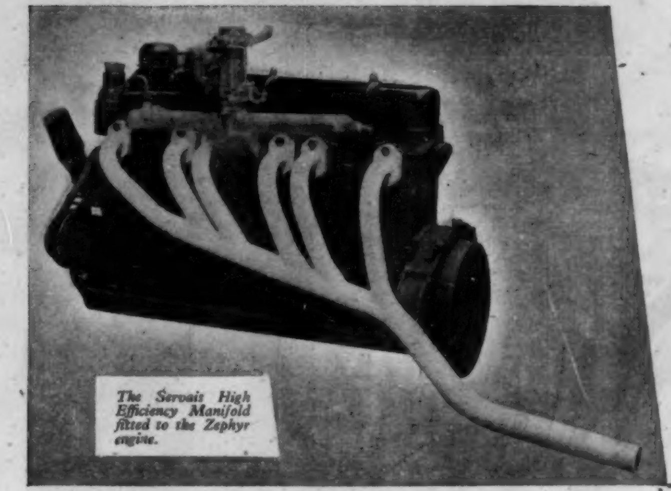
For at Boulogne there is a special loading ramp in operation, moving automatically with the tide, to speed motorists to the continent. You just sit in comfort in your car and drive yourself Off and On both ways.

Drive on at Dover where there are similar arrangements and cross to Boulogne the easy, quick and comfortable way.

Ferry rates and passenger fares are exceptionally low for this 100 minute crossing; customs formalities at Boulogne are quick (9 cars every 2 minutes) and there is, on the spot, a restaurant, renowned for good food, to put you in a sparkling mood.

Write for the Boulogne Folder to the
French Government Tourist Office,
179, Piccadilly, London, W.1, *or to the*
Boulogne Chamber of Commerce,
Boulogne, France.

Ask F.G.T.O. about your holiday in France.



The Servais High Efficiency Manifold fitted to the Zephyr engine.

Ford Owners!

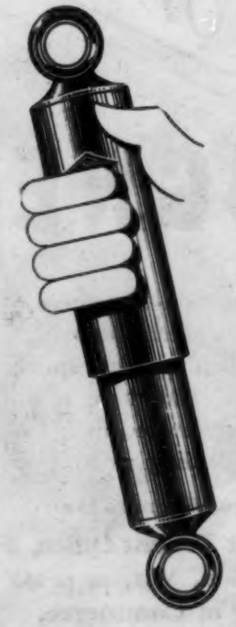
Revolutionize the performance of your ZEPHYR or CONSUL Engine by fitting the Servais High Efficiency Exhaust System.

SERVAIS HIGH EFFICIENCY EXHAUST SYSTEM

Write now for full details and prices to :

SERVAIS SILENCERS LTD.,
Ashford Road, Cricklewood, London, N.W.2

Complete kit of parts available for instant fitting to engine after removal of existing manifold pipe and silencer system.



THE ADJUSTABLE TELESCOPIC . . .

ANDRE SMOOTHS THE ROAD

Never before has a direct-acting damper possessed all the advantages offered by the Andre Friction-Type Telescopic ! Simplicity of operation . . . freedom from leaks and servicing worries . . . sustained efficiency under all conditions . . . *and complete control of damping action in a matter of seconds !* A twist of the damper body either way against a positive " click " adjuster gives independent setting to any required degree of damping action. No other telescopic damper has this feature.

Giving completely trouble-free service under the most arduous conditions, the Andre Friction-Type Telescopic is the obvious choice when the question of replacement arises. See your local Andre Agent, or write to the address below for further particulars.

THE ANDRE TELESCOPIC
FRICTION-TYPE DAMPER

ANDRE (COMPONENTS) LTD. 38, FELSHAM ROAD, LONDON, S.W.15 Phone: Putney 5751 (4 lines).

Don't waste your liquid assets!

You're throwing money away . . unless your valves are in tip-top condition

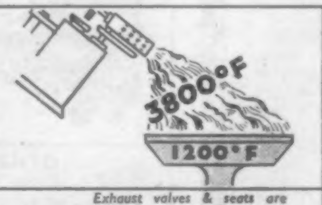
As any motorist will know, petrol bills form a large part of his yearly expenditure . . . they go on and on as long as the car is running . . . but they can be **drastically reduced** by ensuring a perfect match between valve and seat. Even if your car is running well, don't wait until it is too late . . . remember that prevention is better than cure!

Worn, burnt or warped valves will turn a first-class engine into a lazy spendthrift of fuel and power. Valves reconditioned with Black & Decker equipment give you smoother performance . . . with **more M.P.G.** B&D Servicing puts pep, power and purr back into your car . . . enables you to drive further on less fuel!

HERE ARE SOME OF THE CONDITIONS YOUR VALVES MUST MEET

360,000 times in one hour

SPEED Driving 1 hr. at 40 mph the 12 valves in an average 6 cylinder engine will open & close 360,000 times.



HEAT Exhaust valves & seats are exposed momentarily to temperatures as high as 3800°F. and normally operate at cherry red heat while maintaining hardness & form.

STRENGTH Each 5 oz. valve must hold & control more than 14 hp and make a seal against 600 lb. pressure to the sq. in.

Look for the Black & Decker sign

The badge of the BETTER Garage

B&D
EQUIPPED GARAGE
FULL ENGINE RECONDITIONING SERVICE

Issued by Black & Decker Ltd., Harmondsworth, Middx. Smee's

FOR TYRE REPAIRS THAT ALWAYS LAST WHAT YOU NEED IS

BOWES SEAL FAST

All the best tyre repairers make a point of using the BOWES SEAL-FAST Process for tyres and tubes—it makes every repair part of the tyre or tube itself. Next time you have a flat, make sure it is repaired the BOWES SEAL-FAST way—it's kinder to your tyres.

BOWES
SEAL FAST
REPAIR KIT
WITH BEVELLED EDGE RUBBER UNITS

for BOWES Emergencies

carry a BOWES SEAL-FAST Tube Repair Kit. Simplicity itself to use, it is available at all good garages. Prices 3/3 and 5/9.

Full details of these and and all other BOWES SEAL-FAST products to help the motorist, from :—

BOWES SEAL-FAST

Bowes House · Hailsham · Sussex

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DEALERS! Now is the time to check your stocks of these steady-selling BOWES SEAL-FAST products: Cleaner and Processed Wax Polish, Auto-Top Finish, Radiator Repair Liquid and Compound, Radiator Cleanser and Flusher, E.Z.Y. Way Dust Cloths, Bond Polish and Retouch Enamel.

GUARANTEED CAR TAILORING

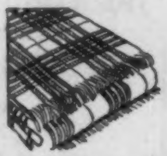
Car Seat Covers BY Servu OF YEOVIL

COMPLETE SET PRICES

CAR	YEAR	Cotton Drill £	s.	d.	Bedford Cord £	s.	d.	Tartan Cloth £	s.	d.
Austin 7, 8 h.p. & A.30	1935/54	4	19	0	6	15	0	7	7	0
Austin A.40	1949/54	4	19	0	7	15	0	7	7	0
Ford 8, 10 h.p., all mods.	1933/54	4	19	0	6	15	0	7	7	0
Ford Consul & Zephyr	1951/54	5	19	0	8	15	0	8	8	0
Hillman Minx	1936/54	4	19	0	7	15	0	7	7	0
Jowett Javelin	1949/54	5	19	0	9	5	0	8	8	0
Morris 8 h.p. & Minor	1935/54	4	19	0	6	15	0	7	7	0
Morris Oxford........	1949/54	5	19	0	8	5	0	8	8	0
Riley 1½ & 2½ litre	1947/54	5	19	0	9	5	0	8	8	0
Rover "75"	1951/54	5	19	0	9	5	0	8	8	0
Singer SM.1500	1949/54	5	19	0	9	5	0	8	8	0
Standard 8	1939/54	4	19	0	6	15	0	7	7	0
Standard Vanguard	1949/54	5	19	0	9	15	0	8	8	0
Triumph Mayflower	1950/54	4	19	0	7	15	0	7	7	0
Vauxhall Wyvern ..	1951/54	5	19	0	8	15	0	8	8	0
Vauxhall Velox	1951/54	5	19	0	9	5	0	8	8	0
Wolseley 4/44 6/80	1948/54	5	19	0	8	15	0	8	8	0

If your car is not listed, please ask for quotation. Many other materials available.

Stock RIB CORD FABRIC
COVERS
8HP SIZE 53/6 OVER 8HP 59/6
COMPLETE SET



TRAVEL RUGS

SIZE 54in. × 60in. ....38/- each

in All Wool Authentic Tartans.

OTHER AIDS TO GOOD MOTORING

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Chrome Wheel Trims	18/–
Prismatic Mirror	25/–
Pathfinder Map Measure	13/6
Picnic Stool	7/6
Picnic Chair	22/6
Defroster/Demister	11/6 & 21/–
Wipac Spark Plugs	3/6
Pocket Plug Tester	3/9
Latex Foam Cushions (all sizes), e.g.:	
13 × 14½ × 1½	10/6
16 × 16 × 1½	10/6

40in. Pile Carpet (Non-Fray) ....yd.	25/6
54in. Headlining.. yd.	9/–
52in. Black Topping yd.	13/6
54in. Black Hoodcloth yd.	14/9
36in. Fluted Rubber yd.	19/6
Draught Exc. Velvet..ft.	9d.
Do. Lace ...... ft.	11d.
Wing Piping ....ft.	6d.
Chamois—Whole Skins each	13/6
Large Car Sponge each	4/4
Rug/Blanket — Grey/Red Overcheck—60 × 78 .... each	19/11

NOTE: Prices are "Everyday" (not "Sale") and include postage (C.O.D. extra).

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My car is ________________ colour ________

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MONEY BACK
GUARANTEE.

SERVU

53, MIDDLE ST.,
YEOVIL,
SOMERSET.

*** Is she heavy on oil?**

If so, it is time you saw your garage about a rebore and a set of

COVMO

XL

DE LUXE

PISTONS

The most advanced and effective replacement piston yet produced giving—

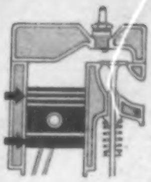
NEW ENGINE PERFORMANCE, LONGER CAR LIFE

Descriptive leaflet from

BRICOVMO LIMITED
COVENTRY ENGLAND

* *Care-free with Covmo!*

NEW features which protect your engine



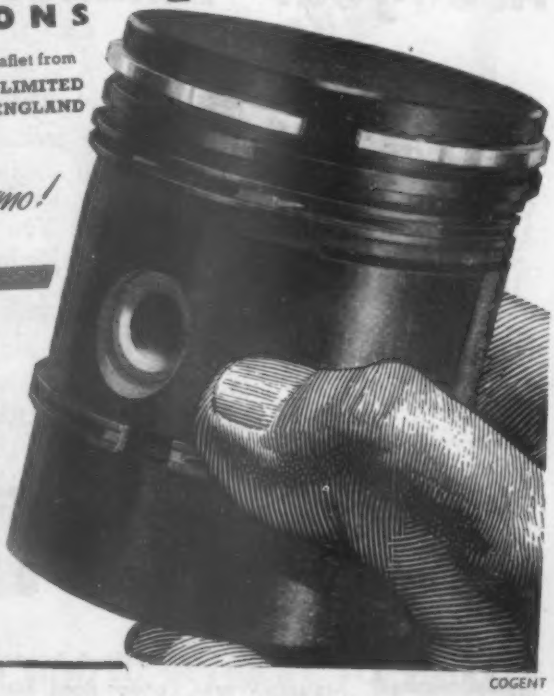
Pistons and cylinders are vital to engine efficiency

CHROMIUM PLATED TOP RING

The most recent and far-reaching development in piston research. The layer of hard chrome on the working surface of the top ring in contact with the bore not only virtually abolishes ring wear but also reduces wear of the bore by more than half. The combination of a tapered periphery ring in the second groove, with this chromium wear-resisting ring successfully achieves the dual objects of good bedding-in and long life of the respective working surfaces. Full engine efficiency and economy are maintained for TWICE THE NORMAL PERIOD. The well known Maxigroove Oil Control Rings are fitted to ensure satisfactory oil control.

BLACK GRAPHITED SURFACE
checks running-in wear.

The smooth black surface of the XL de Luxe piston is an impregnation of colloidal graphite. This is remarkably tenacious, lasting for the whole of the average run-in period. It provides extra lubrication during the critical early period before the new bore is fully lapped by piston action. This is another brilliant new feature which means longer life and far greater refinement of running than has ever before been possible.



FULLY FASHIONED SKIRT

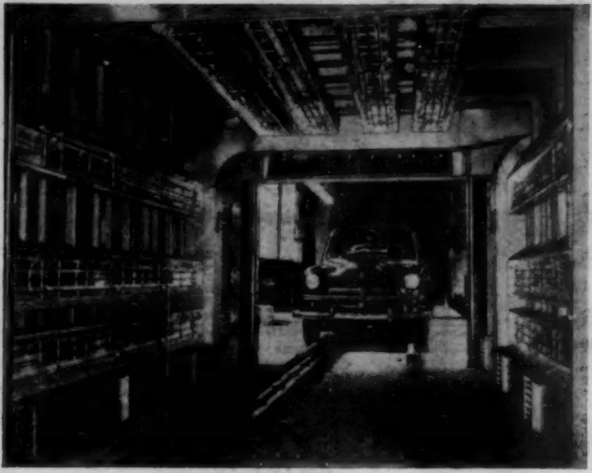
XL de Luxe Pistons in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result.

Get a good run for your money—

Fully descriptive leaflet describing these wonderful Pistons post free from BRICOVMO Ltd., Coventry.

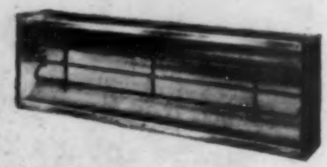
COGENT

Metrovick Infra-Red speeds the cars . . .



VAUXHALL MOTORS LIMITED have recently installed at their Luton factory four Metrovick Infra-Red ovens, arranged as two pairs. The first oven dries moisture off the car after water spraying and takes only FOUR MINUTES; the second oven dries any spotting of cellulose paint necessary before the finished car eaves the factory. The drying time in this oven is about THREE MINUTES.

The basic element projector, shown below, is made in standard sizes, 18 in., 24 in. and 36 in. long, and special lengths can be supplied. The source of radiant heat is the Metrovick tubular-sheathed heating element, an industrial adaptation of the successful "Redring" domestic element.



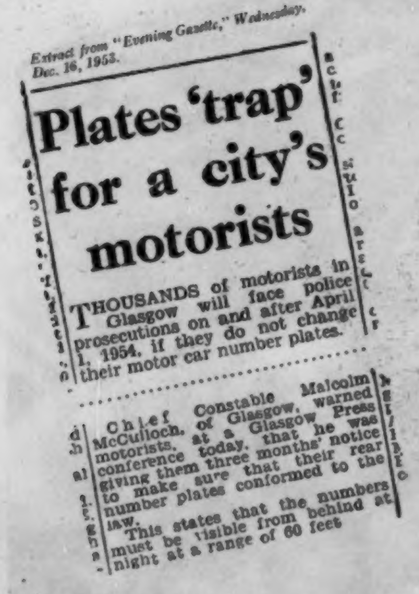
'Our Heating Element Department will be glad to discuss your heating problems, and the demonstration rooms at Trafford Park, Manchester and 132/135 Long Acre, London are open for inspection and the actual testing of samples.

Send for Descriptive leaflet 703/7-1

METROPOLITAN-VICKERS
ELECTRICAL CO LTD · TRAFFORD PARK · MANCHESTER, 17

Member of the A.E.I. group of companies

Are your number plates legal?



Extract from "Evening Gazette," Wednesday, Dec. 16, 1953.

Plates 'trap' for a city's motorists

THOUSANDS of motorists in Glasgow will face police prosecutions on and after April 1, 1954, if they do not change their motor car number plates.

Chief Constable Malcolm McCulloch, of Glasgow, warned motorists, at a Glasgow Press conference today, that he was giving them three months' notice to make sure that their rear number plates conformed to the law.

This states that the numbers must be visible from behind at night at a range of 60 feet

The law regarding number plates—i.e. they must be readable from 60 feet by night—will be rigidly enforced during 1954. Glasgow is the first to act.

You will be safe with Hills FLEXWYT which comply in every respect with regulations.

The only Patented Number Plate, made under licence in France, Holland, South Africa, etc., etc.

FIT FLEXWYT NOW!—all leading Agents stock them.

HILLS (PATENTS) LTD.

Hills House, Chenies Mews, London, W.C.1 Tel.: EUS 5060 (6 lines) EUS 8516 (2 lines)
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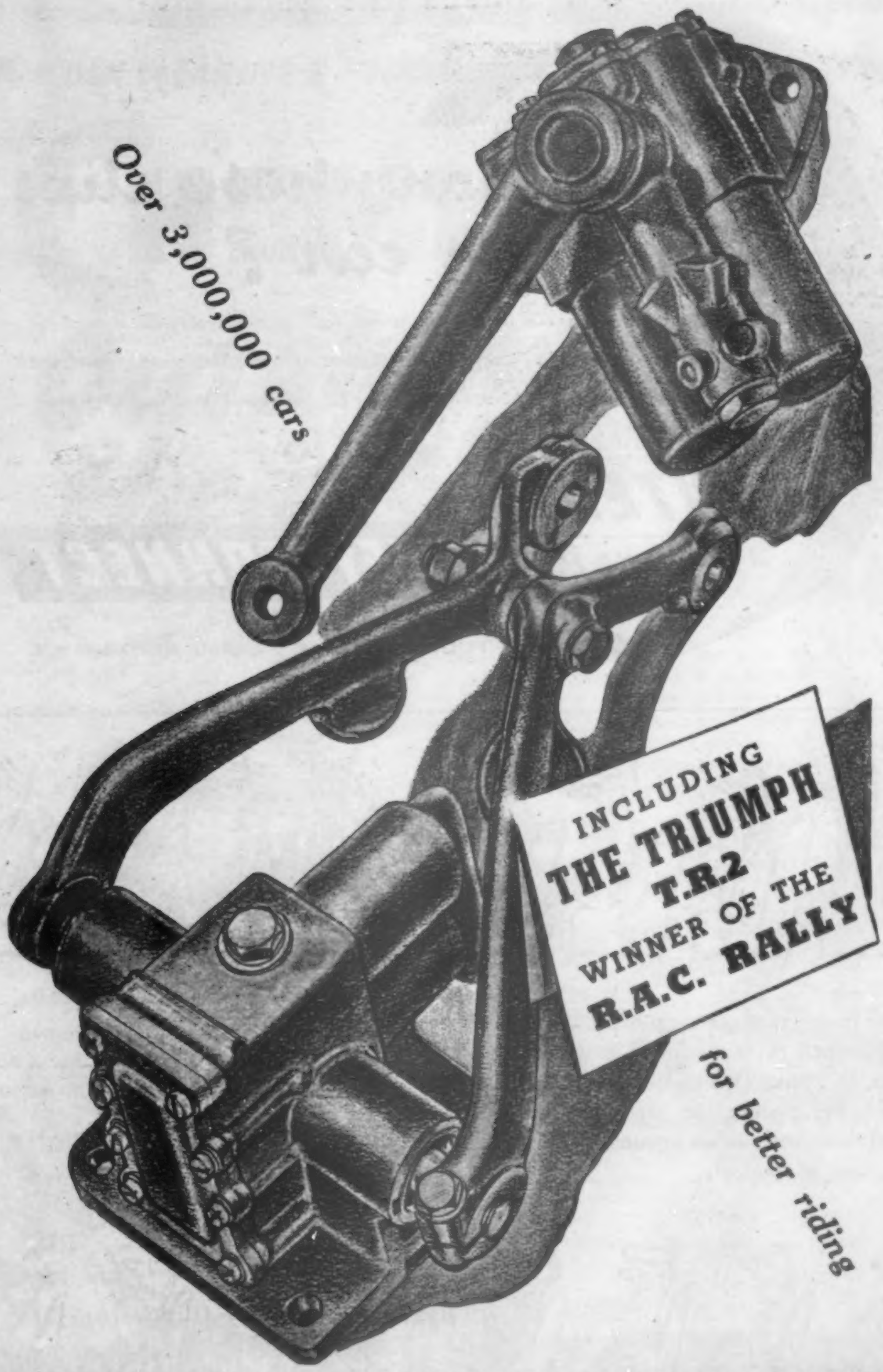
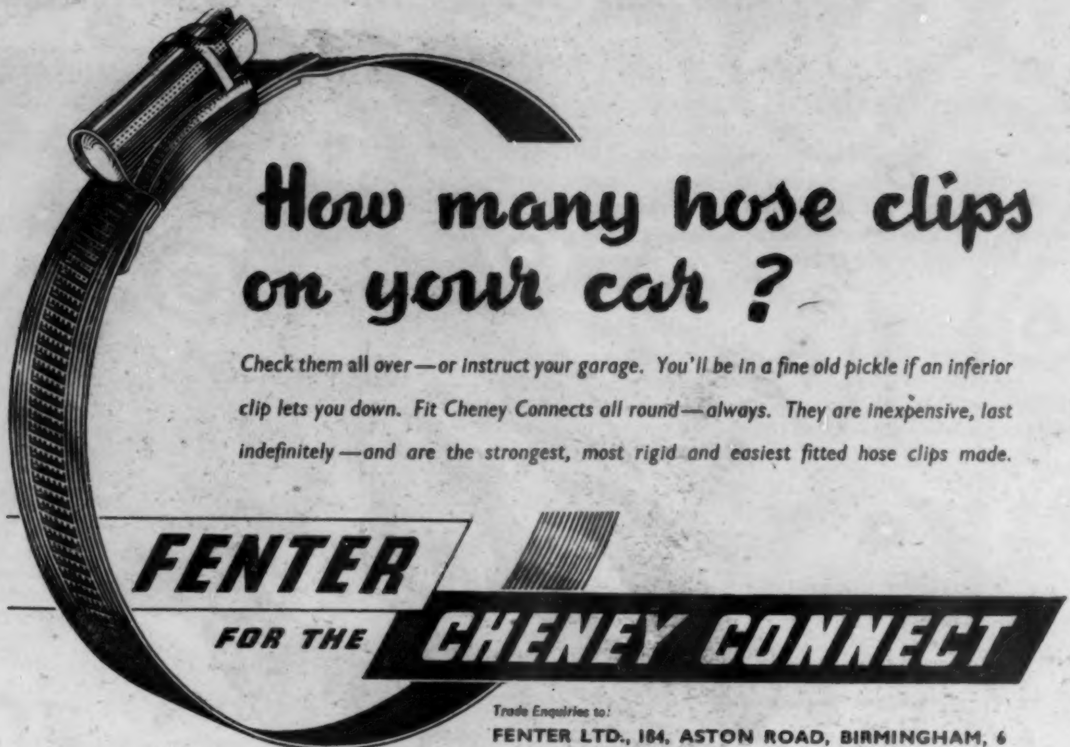

Over 3,000,000 cars
INCLUDING
THE TRIUMPH
T.R.2
WINNER OF THE
R.A.C. RALLY
for better riding

ARMSTRONG PATENTS COMPANY LIMITED, BEVERLEY, YORKSHIRE



How many hose clips on your car ?

Check them all over—or instruct your garage. You'll be in a fine old pickle if an inferior clip lets you down. Fit Cheney Connects all round—always. They are inexpensive, last indefinitely—and are the strongest, most rigid and easiest fitted hose clips made.

FENTER
FOR THE CHENEY CONNECT

Trade Enquiries to:
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The problem of getting more passengers per cubic inch of bus is made easier by using Intalok Spring Cases. With this remarkable springing system the seats can be made shallower than other sprung seats without any loss of comfort.

INTALOK REGD.

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CASES FOR
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A PRODUCT OF THE SLUMBERLAND GROUP. TRADE ENQUIRIES TO INTALOK LTD., CALDWELL RD., NUNEATON. TEL: NUNEATON 2367/8

FOR CAR CLEANING & POLISHING IN DOUBLE-QUICK TIME—

CHEMICO '49'

Outshines them all FOR ONLY 3/6

CHEMICO
"49"
CAR
CLEANSER
&
POLISH
CONTENTS
FLUID CAPACITY 14 OZS
OR ·4 LITRE
THE COUNTY C
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MADE

WHY PAY MORE!

To-day, more and more motorists are saving themselves time, money and hours of tiresome, hard work with Chemico '49 Car Cleanser AND Polish. It is amazingly speedy—a small car can be cleaned and polished in 30/40 minutes. It is easier to apply, contains no wax, does not hold dust and gives a superb "resistant to rain spots" enduring finish in double quick time. And it costs less because Chemico '49 does the job of both cleanser and a polisher—for only the price of one.

it's Easier
it's Quicker
it's Cheaper

★ **KEEP A TIN OF HOUSEHOLD CHEMICO CLEANSER IN YOUR CAR.** *It's ideal for cleaning Chromium and Windscreens. Obtainable from Grocers and Ironmongers everywhere.*

HALF THE COST FOR CLEANING
HALF THE COST FOR POLISHING
3/6 FOR 14oz. TIN

FREE TEST
TO PROVE IT BEST

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Please send me free sample of Chemico '49.

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MY USUAL GARAGE IS ....
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A CHEMICO QUALITY PRODUCT — *FAMOUS FOR OVER 50 YEARS*

ACT NOW—
and save Pounds and Pounds LATER!

THE RUNNING-IN OF ENGINES
A GUIDE TO SUCCESSFUL RUNNING-IN

Before running-in your new or overhauled engine be sure to get this invaluable guide—

FREE!

Hundreds of drivers on every road today are already enjoying cheaper motoring. They have learnt how to save pounds and pounds in later repair bills and depreciation by early use of running-in compounds and upper cylinder lubricants based on the inimitable **'dag'** colloidal graphite. These are obtainable from leading accessory suppliers including all branches of Halford's Limited.

LATEST NEWS!
'Gredag' graphited grease MULTI-PURPOSE motor-grade is now on sale in 1 lb. tins at all branches of HALFORDS. Get a tin today!

To learn just how you too can save trouble and expense—

Just snip off and post
COUPON
NOW!

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Please send me FREE a copy of "The Running-in of Engines."

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PERFORMANCE

Only with properly balanced tyre pressures can you obtain maximum performance from your car. Only with a Kismet tyre gauge do you obtain that guaranteed accuracy that is so important when you make your weekly check on tyre pressures.

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The Kismet Tyre Gauge

RAC

2,000 MILES INTERNATIONAL RALLY

TRIUMPH T.R.2

1ST *Mr. John Wallwork*

2ND *Mr. P. G. Cooper*

5TH *Mr. W. Bleakley*

LADIES' AWARD

1ST *Miss Mary Walker*

Sports Car Class up to 2,600 c.c.

1ST 2ND 3RD

Best performance for cars starting from Blackpool	Best performance for cars starting from Hastings
1ST	1ST

Runner up Team Prize

(Subject to official confirmation)

Triumph Motor Company (1945) Ltd., Coventry, England

London Showrooms: 15-17, Berkeley Square, W.1 Telephone: Grosvenor 8181

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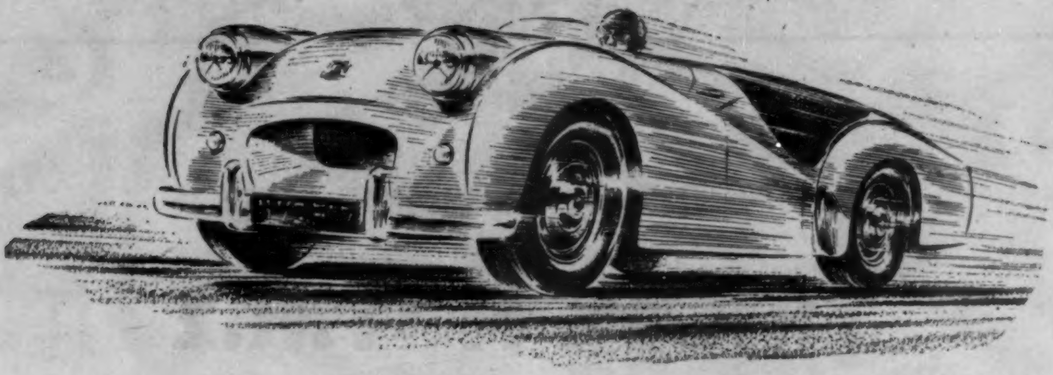

R.A.C. INTERNATIONAL RALLY

Congratulations to the **TRIUMPH TR2**

1st, 2nd, 5th General Classification
1st Ladies' Award
1st, 2nd, 3rd Sports Car Class (up to 2,600 c.c.)
1st Best Performance Cup Blackpool
1st Best Performance Cup Hastings
Runner-up for the Team Award
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IN COMMON WITH ALL STANDARD & TRIUMPH CARS THE TR2 IS

Cooled by COV RAD

RADIATORS, HEAT EXCHANGERS AND PRESSWORK

COOLERS, INTERCOOLERS FOR ALL PURPOSES

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COVENTRY RADIATOR & PRESSWORK CO. LTD.

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1st. J. C. WALLWORK 2nd. P. G. COOPER
Ladies' Prize, Miss M. WALKER

The sensational success of the Triumph TR2 in its first major competition shows it to be a lively new challenger among standard production cars. This outstanding 2-litre sports car is fitted with British Jaeger instruments made by Smiths, the instrument makers for 9 British cars out of 10.

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SMITHS

accessories for better motoring

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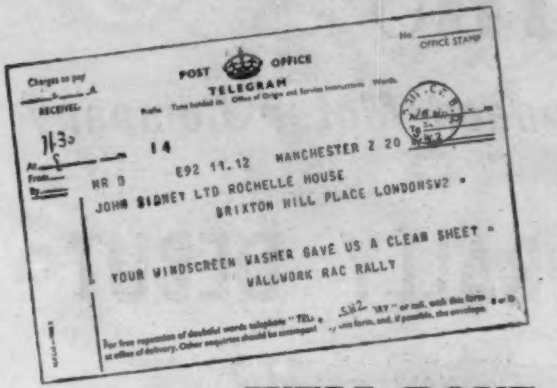
TRIUMPH!



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A SELF-CONTAINED UNIT
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MECHANICAL JOINTS LTD.

Congratulate
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TR2 CARS
on their
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GASKETS BY COOPERS
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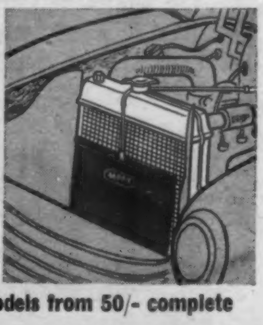
LIVERPOOL ROAD, SLOUGH, BUCKS

CONGRATULATIONS

to J. C. Wallwork and J. H. Brooks winners of the General Classification Peall Trophy, and winners of Class 7, Sports Cars, 1601/2600 c.c. in the R.A.C. International Rally. An outstanding performance in their 2 litre Triumph Sports without penalty.
Congratulations also to F. D. Dundas and F. D. D. Bogie on winning Class 3, Touring Cars 1301/1600 c.c. in their Jowett Javelin.

(Subject to confirmation)

Discriminating rally competitors fit the Mory Radblind to ensure correct engine temperature under all conditions. Controlled from the comfort of your driving seat, the Mory Radblind is an asset to any motorist.



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fitted as standard to the

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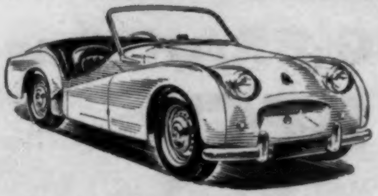

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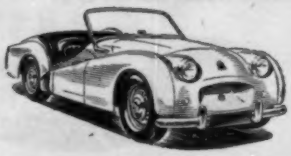

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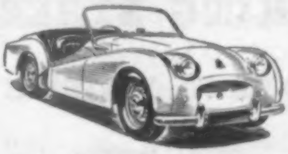

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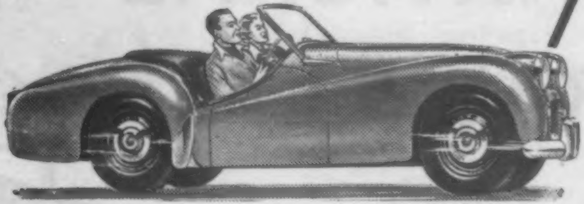

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The Autocar

FOUNDED 1895

No. 3043 *Friday, 26 March 1954* Vol. 100

No Refuge

ONE symptom of congestion is assuming alarming proportions. It is common, on any journey nowadays through a city, to observe one or more demolished bollards as evidence of a collision between a vehicle and a road island. In fact, this journal once counted four such demolitions in the course of five miles of built-up area. The reason is obvious. Where once well-spaced traffic permitted drivers to view the "Keep Left" bollard from a considerable distance, and to avoid it with ease, the blocking of vision caused by closely spaced vehicles now means that the driver who edges out to estimate overtaking chances may encounter a refuge. On open roads these obstructions can be positively murderous.

The road island is a refuge for the crossing pedestrian; it is also an obstruction to traffic on already overloaded roads, and it is time that local authorities began to see it as such. Once this reorientation of ideas has taken place it becomes monstrous that anyone should be able to erect, plumb on the centre line of the carriageway, a remarkably solid obstruction with a great potentiality for disaster. It is ironical that it should be an offence to block a road or a part of it in such a manner as to cause danger unless it be proved that "all necessary means" have been taken to give adequate warning; yet the road island, in the guise of a safety measure—which indeed it is for the pedestrian—has a lengthening record of death and injury to the rider and driver.

These strictures are not intended as an argument for the abolition of the road island, but are made to focus attention on the need for its redesign in the light of contemporary traffic conditions. It is no longer sufficient to interpolate in the carriageway a kerb, two bollards and a lamp standard, and to paint a white line on the road in the hope that the motorist will notice its bias away from the centre; white lines have no legal significance, and they must frequently be crossed if traffic in towns is to keep on the move. What is wanted is a completely new island design—with, perhaps, an elongated "breakwater"—which would physically warn motorists of its presence before the point of danger is reached. Better still, wide enough streets to permit a continuous centre strip.

Made in England

THERE is much that is significant in the description later in this issue of the Nash Metropolitan, an American car built by the Austin Motor Company. As Mr. George Harriman emphasized in introducing the car at Longbridge a few days ago, "It is not a case of Britain exporting a British car to American markets. It is Britain making an American car for the American market." While this Nash incorporates well-tried Austin power and transmission units, it is as a whole of American design; prototypes were widely shown in America in 1950, the ultimate design being made to suit public opinion expressed as a result of that first display.

Why should America, with its great production facilities, enter into an agreement for the manufacture of an American car in Great Britain? The answer is that the Nash Kelvinator Corporation recognized that this country, with its long experience of producing small cars, was in an excellent position to produce an article which could be relied upon. The small car field is, to American manufacturers, almost an unknown, and by coming to England it was possible to avoid the expenditure of millions of dollars tooling up to produce a vehicle which might have been subject to many teething troubles because of the lack of "know-how."

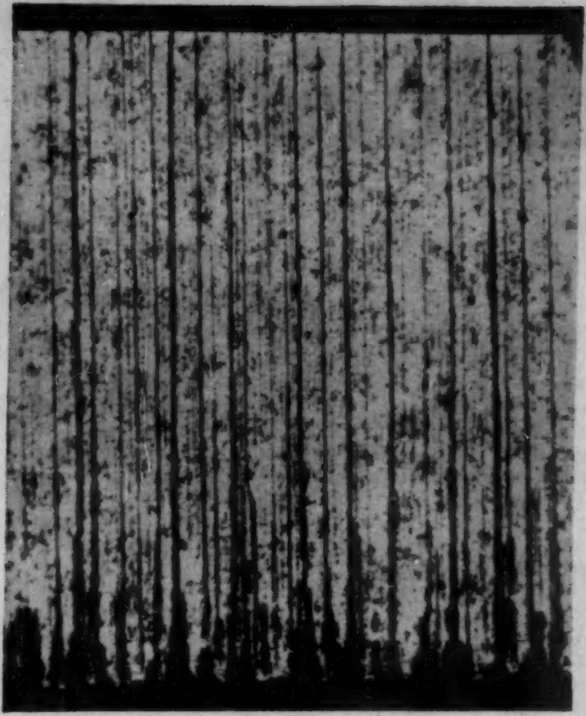
It is not expected that the sales of British-built Austin cars in the U.S.A. will suffer from the competition of the small Nash. The Austin A.40 Somerset saloon and the Austin-Healey Hundred are the main Austin selling lines there and they have a different appeal, the one to buyers who require an everyday four-door four-seater saloon and the other to the awakening sports car enthusiast. But in any case the Austin management takes the far-sighted view that whether Austin cars or Austin-manufactured Nash cars are sold they represent dollars earned for Britain.

FIRST

THE RUNNING-IN PROCESS AND ITS

A CAR that has been run-in skilfully and carefully will give much longer and better service, and motorists know this. Everyone is careful during the first 500 miles, but there is debate about what are the skilful procedures.

Many are perplexed by reading that slowness is the thing, and that an arbitrary 30 or perhaps 40 m.p.h. must not be exceeded, while they also hear that slow driving can be harmful. Both are true. High engine revolutions overload unformed bearing surfaces with high centrifugal and reciprocating forces, while heat generation at tight places and local high spots may be too rapid to be conducted away. Low speed slogging at full throttle applies maximum loadings when, in the early days of an engine's life, perfect bearing surfaces and oil films have not yet been formed. Both these extremes being bad, the engine should be kept turning lightly at part throttle, the driver changing down freely when necessary. That is the main principle.



A greatly magnified view of the scoring of a well-used piston ring. The bottom edge has feathered away.

IN a new engine, the surfaces of the piston rings, pistons and bores, and bearings have not polished themselves to a mirror finish, and they may also be fairly tight. They do not, therefore, want to be rubbed together at very high speeds, for they may scuff and tear each other, and the same thing will happen in low-speed pulling at full throttle, because of the very great side thrust on the piston. Combustion pressure on the piston top may be more than 500 lb per sq in at full throttle, so full throttle should not be used: no slogging on hills.

The engine is kept lightly and quickly turning at part throttle openings. To climb, or to pull away after slowing to 10–15 m.p.h., the driver should change down. In the indirect gears the revs equivalent to the recommended maximum—usually 30 m.p.h.—on top are not exceeded, and on a steep hill the car crawls up on its bottom gear at little throttle.

Light Throttle

Large or high geared cars may have a permitted running speed higher than 30 m.p.h., the correct figure being always mentioned in the instruction book. If in an emergency or in impatience at having to follow a heavy lorry a touch of rapid acceleration is required, change down, and try not to use full throttle. Higher revs for a few seconds are permissible. Indeed, the professional delivery drivers have a trick of nipping up to a higher speed to take a good opportunity of coasting for several hundred yards. It must be confessed that they do not always follow the very best running-in methods, but they take very good care not to seize up or damage a new engine.

Some drivers like occasionally to lift the throttle foot and put the engine on the over-run for a few seconds, at intervals. The theory is that the considerable suction on the intake stroke when the throttle is closed at 30 m.p.h. sucks oil up the bores, past the pistons and on to the upper cylinder walls. Once the all too effective scraper rings have bedded in, however, it is very doubtful whether they will permit more than surface-absorbed oil and a microfilm on the surface to pass. In many engines, oil in the pores of the cast-iron cylinders and in tiny scratches and surface imperfections is all that can get past the rings. That applies to the engine that is using "absolutely no oil" over many hundreds of miles, a proud claim in which there may be an element of doubt.

There is another way in which the owner of a new or reconditioned engine can help the cylinder bores. When starting from cold he can warm the engine rapidly, with a rug completely blanking the grille, before driving off and applying load. Some of the older cars, or modern cars of old design, are remarkably slow in getting the oil round to the last bearings on the pressure circulation system on cold starting, a fact which had something to do with the odd way in which one model wore out number four cylinder and bearing before the others. I have watched an oil pressure gauge (supplied from the end of the system) take nearly two minutes before the needle took off from the zero stop. Running with a ticking number four big-end bearing on another car, I have been able to hear the point at which, after a long delay, it at last got its oil supply and quietened. But modern oil systems are more generous and modern pumps much more powerful, while the tendency towards lower viscosity oils greatly hastens the receipt of oil by the remoter bearings.

While warming up the engine in this way it is not a good thing to employ full choke and the resulting wet and rich mixture which will wash oil off the bores. Many cars have a choke with a catch for fully out, and no intermediate position, while there is no hand throttle. In this event it is best to hold the choke in the hand, using it sufficiently to prevent the engine from stalling, keeping the engine at a fast tick-over with the throttle. The volatility of high-grade petrols and the use of a hot spot connecting exhaust and inlet manifolds on many cars make possible the almost instant return of the choke on starting—a very good thing. Besides the effect of wet petrol in washing oil off bores, the imperfect combustion of cold starting generates condensed water and watery acids, which corrupt the bores and also descend into the sump. Corrosion is a factor in wear.

Sometimes a rebored engine will produce a little blue smoke, which worries the owner, for he associates smoke with extreme wear. It may be caused by the rings not having yet bedded in, or by a satin-finish rebore. This is a finish which has not been honed to a mirror finish, and has a dull sheen. It holds oil and many engineers consider that it is a better initial finish than the mirror polish, which may scuff and tear. So smoke may mean that the bores are getting an oil supply in the very trying early miles of their life. In fact, there are certain oil scraper rings (commercial vehicle sizes only) which have little flats on their circumference, permitting the passage of oil. In bedding in and losing a few thous. of their surface the rings lose these flats, and start a more rigorous oil control.

A raw surface has millions of tiny peaks on it, however well it is finished. These tiny peaks may be squashed down without much tearing—this is burnishing—or they may be evenly worn down. When they are more drastically treated, being torn out by the roots or bulldozed off, that is scuffing. Any bad patch or outstanding high spot is likely to be scuffed off, and burnishing will subsequently take place on the lowered surface. If bearings start with mirror-finished surfaces they must be very accurate if they are to keep that surface. If they are tight the mirror must be worn or torn off and a new mirror formed on the ensuing rough surface.

The big-end and main bearings are of soft white metal. They, too, do not like high rubbing speeds during their early life, before they have acquired matched surfaces with the crankshaft journals, and they do not like high pressures. Designers accept quite high loadings when the engine is working hard (beyond a certain point bearings tend to spread or crack and copper-lead replaces white metal). No hard work for the bearings, therefore, until they are well run-in and a perfect oil film is established between the two dissimilar metals. Besides high rubbing speeds, bearings also dislike very low rubbing speeds, unless running light. This is a peculiarity of the process of friction. Centrifugal force and the forces of accelerating rapidly and being stopped—reciprocating forces—are enormous at high r.p.m. If you have seen the ease with which, when an engine "blows up," the bits pass through the cast-iron walls of the engine as though these were paper you will appreciate the magnitude of these forces. At high speeds, the force acting on the bearings at the end of the exhaust stroke may be higher than that exerted by the explosion pressure on the combustion stroke.

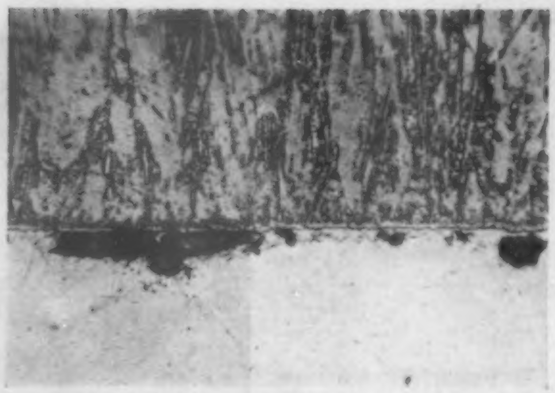
FIVE HUNDRED

WHYS AND WHEREFORES : NURSING BRAND NEW ENGINES

By J. R. DAVEY

In the cleanest of new engines there are metallic particles left, and also in overhauled engines. Filters, especially full-flow filters, should take out any that have a particle size sufficient to bridge the oil films between the steel and white metal of bearings, but some (together with dust) do get trapped and embedded in the white metal. Small particles wear off the engine in running-in, also. Ideally, therefore, an engine's first run should be done on the bench, with the oil feed passing over a magnetic filter, and I have watched this being done with overhauled lorry diesels. The filters collected a surprising amount of iron particles, although the engine parts had been cleaned before assembly.

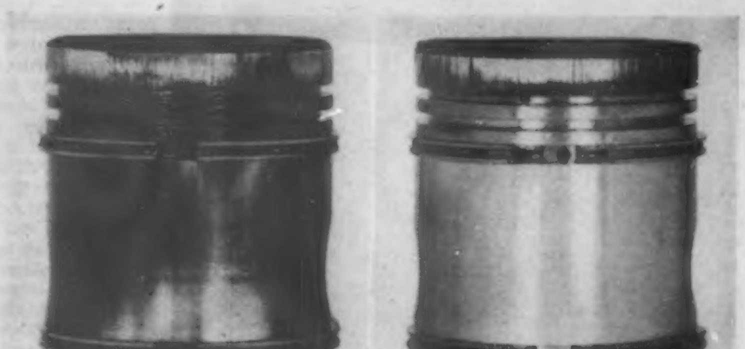
Filtration nowadays is much better than a plain, coarse gauze round the oil pump. Nevertheless, in a worn engine the curious phenomenon can often be observed that the steel journals have worn more than the soft white metal. The latter hold dirt or metallic particles embedded and stationary, so that they abrade the steel, not the soft metal.



Any grit or steel particle which gets into a white metal big-end bearing embeds itself in the softer metal, where it is held. This enlarged sectional view through a bearing shows particles below the surface of the white metal.

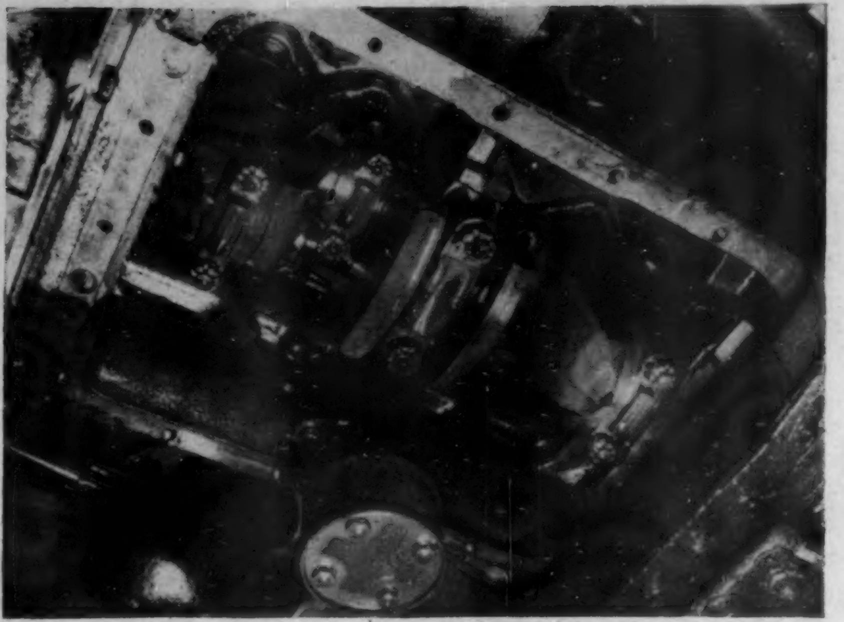
In running-in it is the practice to change the oil after the first 500 miles. This is rather like shutting the stable door after the horse has escaped as far as dirt is concerned (though an initial change of oil after the drive home from the showroom might be beneficial in this respect). But it is to be expected that after the running-in period the oil will be corrupted with watery acids and water, which very gentle driving has not evaporated, and an oil change does get rid of them. Moreover, not all metallic particles get into engine surfaces. A lot settle at the bottom of the sump, particularly the larger and more harmful ones. Faster running, if they are not cleaned out, might get them moving again.

To conserve the lubricating qualities of the oil, to cut down water and acid formation, and to drive them off if they have formed, the very gentle driving of running-in should not be allowed to keep the engine overcooled, and suitable radiator blanking should be employed. A new engine may, however, tend to run hot through friction at first: in fact, I have encountered boiling at 30 m.p.h. in an overhauled engine which was too tight. (Later the pistons seized, but



Two pistons which have run for a considerable test period. The black one on the left was run with a poor oil, and shows lacquering and corrosion. The clean one on the right has been run with a modern detergent oil and is in good condition. The ring grooves are quite free of gumminess.

FIRST FIVE HUNDRED . . . continued

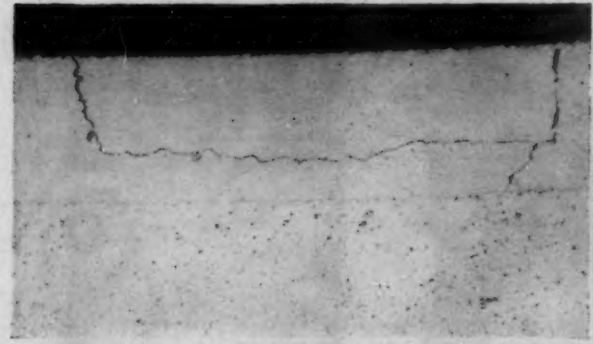


The pressure lubrication system of a four-cylinder car, seen from underneath the engine, with the sump removed. In the foreground is a gear-type oil pump, surrounded by a filter gauze. It is immersed in oil when the sump is filled. Oil is pumped up to a cast-in gallery, thence through passages to the main bearings, the centre one of which is clearly seen. Drillings in the crankshaft conduct the oil to the big-end bearings.

freed themselves when cold, and the car ran happily for some years!) Tight fitting for engines is an obsolete idea, however. *Stop* if your engine overheats and let it rest.

A car being run-in often has an exaggerated rate of carbon formation in the combustion chambers and on the piston tops. As more performance is used the car may, in sporting hands, become self-decarbonizing. But valves should be ground-in after running-in the engine, and the removal of the head makes a "de-coke" convenient and very little extra trouble and expense. Pinking during that first 500 is very little to worry about, therefore.

There are certain extra things which motorists think about for a new engine. One is the graphite controversy. This substance, in colloidal form, is an excellent "boundary" lubricant. It becomes absorbed in iron walls of cylinders. It cannot be washed off by petrol or burnt, as oil is, and where oil lubrication breaks down it takes over: its usefulness is mainly to the upper cylinders and valve guides, but it cannot harm white metal bearings. It can be introduced by adding it to the sump oil, or it can be injected by a cold-starting upper cylinder lubricator, manually or thermostatically controlled. There have been sound research tests which prove its value. I used it in a rebored engine some time ago, and it was effective to the point that a small car was not run-in at 500 miles—the bores were still tight.



The effect of hammering and overloading on a white metal bearing. There has been a change in the structure and a crack is separating a whole portion of the metal.

However, it has been of recent years accused of two crimes, blocking oilways and choking micro-filters. Some fine filters pass a true colloidal graphite, and it seems difficult to believe that colloidal graphite can be a source of blockage when colloidal carbon is not. Nevertheless, if a car manufacturer or his distributor told me not to use it, I would not ignore a recommendation from such a source. The objection, if there is any, would not apply to the injection of upper cylinder lubricant containing graphite, for no appreciable quantity can find its way down past the pistons. When I have used an adherent graphite jelly, Graphogen, rubbed on new pistons and valve guides before assembly, no trace of discoloration of the sump oil could be observed after a few miles of running.

High Running-in Speeds

Some manufacturers, for some models, approve running-in speeds which seem to the new owner, when he reads his instruction book, to be surprisingly high. But they can always be safely taken at their word. Greater initial precision of modern machinery producing the parts and surfaces is increasing this tendency, as is better lubrication. In general, the manufacturer of a large model may be afraid of owners labouring the engine without changing down at low speeds, because it is too powerful and too smooth to complain audibly as do its little brothers. At higher car speeds, the larger engine is revving less because of its higher top gear, particularly in some sports cars.

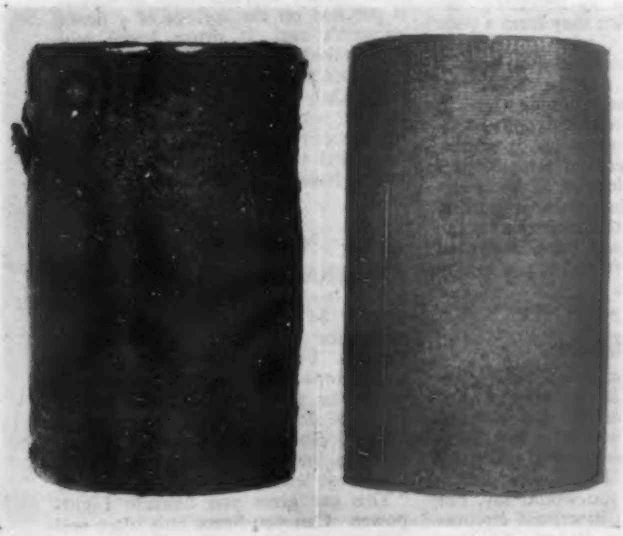
There have been many instances in post-war motoring of engines "blowing up" because of choked oilways, and this has been caused by the use of sludge-dissolving detergent oils after a considerable period of running on plain oil which had deposited sludge, mostly in older cars. In such cases there is an intermediate stage between sludge as a harmless deposit on the inside walls of engines and in the sump, and its complete dissolution. Dissolving lumps of sludge may be floated off their anchorages and go into the oil circulation system. The precaution which covers this point is inspection of the crankcase and sump for sludge when the sump is removed. If the engine is clean, a change of oil brand should be sufficient. But if it is sludgy, then the change to detergent oil without the engine being thoroughly cleaned out is rash. I do not think that any additive or departure from standard could be blamed for this. The non-standard is always blamed, and I have known an engine which had untimely bearing trouble to have this attributed, by the agents, to use of the "wrong" brand of plugs! Anyhow, graphite particles are not coherent in themselves, though, like carbon, they might be material for a sludge bound by burnt-oil varnishes, or a "coke" bound by burnt oil or lead compounds.

Besides the engine there are other parts which appreciate careful running-in, particularly hypoid bevel axles. They have tremendous tooth pressures at the best of times, and when new these tend to be intensified by concentration on smaller areas. They can scuff and tear if overloaded, so a new axle must be run-in as carefully as a new engine. Their special Extreme Pressure lubricants have curious additives, which, if a local breakdown of oil films causes a flash of heat, phosphide the steel surfaces. A tiny degree of smearing of surfaces then takes place, instead of a deep mechanical scuffing and tearing. These additives exhaust themselves, and that is one reason why axle oil must be changed. In view of the rich harvest of metallic particles which may be gleaned from the oil at the first oil change of a new axle and gear box, there seems to be a strong case for the magnetic sump plug, which holds such particles and stops their getting around. I have seen such particles in oil present to such a degree that they imparted a grey colour to the lubricant: but that was during a period when the factory was having a spell of completely sub-standard gears!

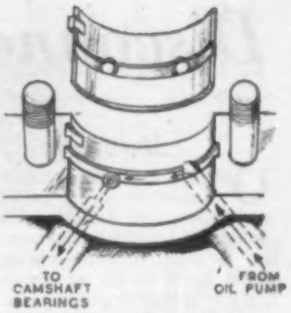
Compensating Adjustments

After it has been run-in an engine requires retuning, particularly as regards the slow-running carburettor adjustment. Quantity production components, and whole engines, show astonishing variations, and a good garage can establish the ignition and other settings which the particular engine likes. You cannot tune a brand new engine, which will not tick over smoothly, as it is thrown out of balance by variations in tightness. The clutch and brake linings initially bed down considerably, and need for early adjustment is nothing to worry about.

The chassis is also being run-in during the early part of the car's life. It is important to check some things during, as well as after, running-in. Certain bolts may stretch (or they may not have been tightened very well in the first place). Leaf spring anchorage nuts and bolts, bumper bracket to chassis bolts, and suspension damper bolts are, in particular, worth checking for tightness. A rattle should be traced and rectified at once, before it has had time to result in oval bolt holes—or something falling off the car! Accessories such as mirrors often work loose in their early days. Besides getting everything which is wrong in good order you are also noting anything which is faulty and which is covered by the guarantee.



An oil filter which is almost completely covered with sludgy dirt after a period of running the engine on a poor oil.



Four-point oil feed to a main bearing on a 1946 Austin Sixteen-Four, one of the provisions which raised running-in speeds on this immediately post-war model.

In general, running-in may be said to be quite simple: Neither high speed nor heavy slogging. Keep the car running lightly, use the gear box, and if possible do your running-in on a long, continuous trip and not in a lot of local errands, with their frequent starts from cold. If you have to explain the technique to a non-technical wife I suggest the simile of the cyclist.

We are always kinder to ourselves than to machinery. The cyclist is over-working when he slogs up a hill with bulging leg muscles in high gear, and the legs will ache by the time he gets to the top. He should have changed down. If, on the level, he buzzes the pedals round till his legs are a mere blur to the onlooker, he will find that exhausting, too. Technically, the parallel between riding a bicycle and running-in a car is not exact, but in practice it is a good guide. The cyclist saves his "petrol," energy, as well; for he coasts wherever possible, has big wheels with high-pressure tyres and does not carry undue weights of decorative steelwork styling about with him—but that is another matter.

Respect for Age

The life of a car is prolonged by careful running-in. It is also prolonged greatly in old age by special handling, and those "buckshee" few thousand miles are rightly valued by motorists. To this end, not tightness but looseness has to be studied. Where there is free play in anything, especially a bearing, steady pushing is replaced by hammering when a reversal of loading takes place; in the changeover from acceleration to deceleration, for instance. It is heard as clicks, rattles and "tunks" all through the long chain of bearings, splines, roller universals, and gears. The avoidance of high revs is essential, of course, but old engines do not mind slogging so much. Any change-over from one working condition to another should have a second's delay in it. For acceleration to deceleration, for instance, the throttle foot may be eased to "unwind" everything, and, after a momentary pause, completely lifted to wind everything up in the opposite direction. The transmission "tunk!" characteristic of the operation is then eliminated.

Worn bearings rattle and hammer the most when there is a great difference in piston pressures between the up and down strokes. On the overrun, for instance, the inertia effect of the piston at the top of the compression stroke (as it changes direction) is intensified by the comparative absence of explosion pressure. A loud rattle is produced. It can be mitigated by part-throttle deceleration.

Incidentally, the differences between piston pressures on all strokes of the cycle are reduced in a supercharged two-stroke to a point at which, with moderate r.p.m., the engine will work with the big-end bearing caps loosened without making a noise. This has been tried! In this case there is a constant downwards pressure which keeps the upper half of the bearings seated on the journals.

Gentle acceleration in worn engines is also necessary. Whatever the state of the engine, however worn the bores, valves should be kept properly ground in and seating well. Starting will be uncertain if there is serious blow-by, and valve failure is likely.

Disconnected Jottings

BY THE SCRIBE

Drawing by Barry Appleby

Mellifluous

OF all car names, that of Alfa Romeo is to my taste the most melodious; as Italian is the most delightful-sounding language of all that is, perhaps, understandable. There have been rivals, of course: Isotta Fraschini had its points, and Hispano-Suiza, but there have never been any British challengers, and one or two names that have tried to be euphonious have produced only shudders. Remember Autovia?

The origin of the Alfa name is largely forgotten. The firm really began in 1906, when a factory was built near the Strada del Portello, at Milan, which Viene de Darracq, the French pioneer, hoped to use for his company, Societa Italiana Automobile Darracq; in 1910 a new company was formed—Anonima Lombarda Fabbriche Automobili, not half as pretty in full as in the "initial" word Alfa. In 1914 the company's name became Anonima Ing. Nicola Romeo, and thus the second half of the current name was provided, though who the genius was who first coined the abbreviation Alfa Romeo is lost in history.

ALFA ROMEO
ALFA-ROMEO

Melodious.

Names have, I feel sure, a great sales value, and now that cryptic initials are so much a vogue I often wonder if Mr. William Lyons regrets that he substituted even as graceful a feline as Jaguar for the mystic S.S. of his earlier days.

✦ ✦ ✦

Travelling Cats

IT seems that cats like to travel in cars after all. One Mickey makes a regular journey from Axminster to Southampton on the lap of its owner, starting with a good look round, then settling down to sleep, but awakening without fail at each town, whereupon it surveys the passers-by from screen or window (much to their astonishment). The cars of visiting friends are sampled, no doubt for purposes of comparison, and Mickey was once nearly carried off to a new home, asleep on a passenger seat. Its owners are going to Switzerland this year, but, thinking that two thousand miles might be a bit too much even for this amiable creature, they are boarding it out in the New Forest. Curiously, Mickey, too, is a tortoiseshell, as is the Scribal cat. The fourth leader writer in *The Times* on March 17 is evidently a cat-lover, too, for he supplied the customary soufflé that day on the subject of feline peregrinations, using as an excuse the remarks of a Judge on the affection of cats for places, made in a current lawsuit.

Curiously, also, my secretary on that morning came in and told me that she had seen a Siamese curled up on the back of a passenger seat in a car which was outside her station on the previous evening. So it seems that cats are confirmed motorists at heart, especially if they are tortoiseshell or Siamese.

✦ ✦ ✦

Icing

THIS carburettor icing trouble is very interesting to me, for I have always been fascinated by weather and temperature phenomena. It seems to occur chiefly at main spraying assemblies and only secondarily at the choke tube. There are two ways of dealing with it—by heat or by physical removal of the ice. You can heat by oil (as on the old Rolls-Royce carburettors of years ago) or by water, applying either to the throttle body and insulating the rest of the carburettor by an interposed non-conducting washer. But you must not apply heat to the choke tube because of the risk of fuel percolation—the precipitation of certain fuel elements in the manifold which result in an over-rich mixture and prevent a restart when the engine is hot. Physical removal of the ice is possible only to a limited degree by designing carburettor parts so that they form a poor hold for ice.

The best way of applying heat is between the intake and the carburettor—raising the air intake temperature, in other words. To avoid icing, this needs to be about 15 degrees above atmospheric when the critical temperatures apply. Below 32 degrees air temperature, incidentally, the trouble is unlikely to occur because the moisture in the atmosphere will have been deposited in the form of frost and the humidity will not be crucial.

✦ ✦ ✦

No Likee

THE car manufacturer is not enthusiastic about raising intake temperatures because of the loss in volumetric efficiency which results, and which causes a power loss of about 1.7 per cent for the 15 degrees necessary. Not much, you would say, but it might be critical in certain circumstances, such as high-altitude climbing in hot weather. He is also afraid of percolation when stationary, owing to excessive heat. But the answer to that is bonnet ventilation fairly high up, as on Buicks and Austins, which have ports for the purpose.

The raising of the air intake temperature is the only easy means by which the ordinary owner can stop carburettor icing—with the aid of a radiator blind or blanking plate. But if you are blanking off for this reason it is as well to study the layout under the bonnet and to provide a really efficient blanking without causing overheating elsewhere. For instance, if the air intake is in the full blast of an airstream that enters the grille and races over the top of the radiator, then interpose the blanking sheet in that airstream, turning the air cleaner round 180 degrees if necessary so that it takes its air from behind instead of in front. Where the air intake is right in the full stream from the fan blades, deflect that stream until the summer comes and the trouble disappears.

Another cure is to revert to lower-grade fuel until the weather warms up, for only the intensely volatile fuels are responsible for the condition—as they are also responsible for the wonderful winter starting which we enjoy nowadays.

This trouble is an old one in aircraft where, of course, it is much more serious. Expensive methods are used to prevent it, but these would be prohibitive on cars.

✦ ✦ ✦

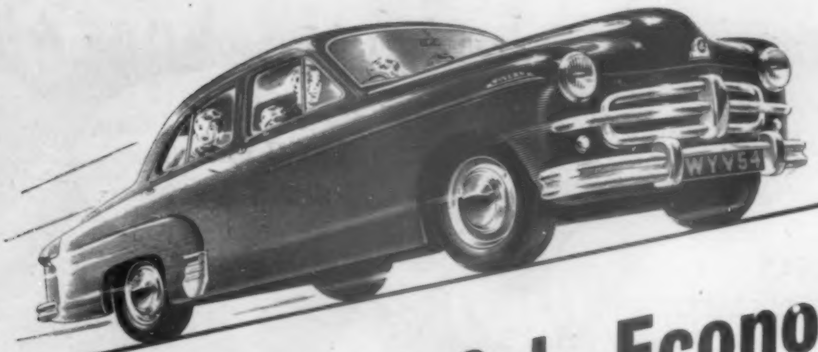
Much-travelled Bird

AN almost incredible story of a cockerel comes from Suffolk. This was an escapee from a crate at a local market and, unknown to anyone, it perched on the springs of a dental surgeon's car. It drove home with him, stayed in the garage all night, and drove back to the same spot the next day. Only then was it discovered, covered with oil and with grazed legs, but otherwise unharmed. It responded to a meal and must, as its owner surmised, have been too terrified to move.

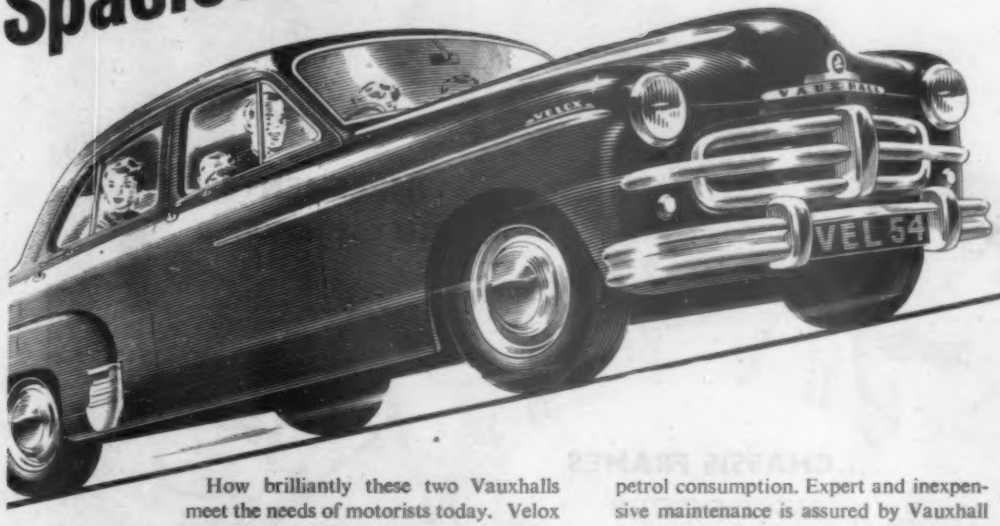
✦ ✦ ✦

Asymmetrical

SEVERAL readers have responded to my suggestion that head lights should be asymmetrical for better effect and have described their own systems. I wish someone would install such lamps on a production model to break the ice, and I believe that it could be done successfully by making a sales point of the feature. One can just imagine the American public relations boys letting drive on the subject: "This car gives you Miracle Lightpower. Can you beam into space and still see a nickel at your feet? You will with the Duo-light Video-eye Eight."



Spacious...Powerful...Economical



How brilliantly these two Vauxhalls meet the needs of motorists today. Velox and Wyvern alike are roomy, powerful, easily manœuvrable cars, a pleasure to drive and completely comfortable for five or even six passengers to ride in.

They are handsome and beautifully finished, yet at the same time surprisingly economical both in first cost and in petrol consumption. Higher compression "square" engines boost power, run longer without overhaul, and reduce petrol consumption. Expert and inexpensive maintenance is assured by Vauxhall Square Deal Service, operated by dealers in every part of the country with factory trained mechanics, low-cost, genuine parts and standard repair times.

For the owner who wants every penny of motoring value, these roomy, powerful, economical Vauxhalls are unequalled on the road today. Your Vauxhall dealer will be happy to arrange a demonstration run for you.

That's Vauxhall Value!

THE 6-CYLINDER VELOX

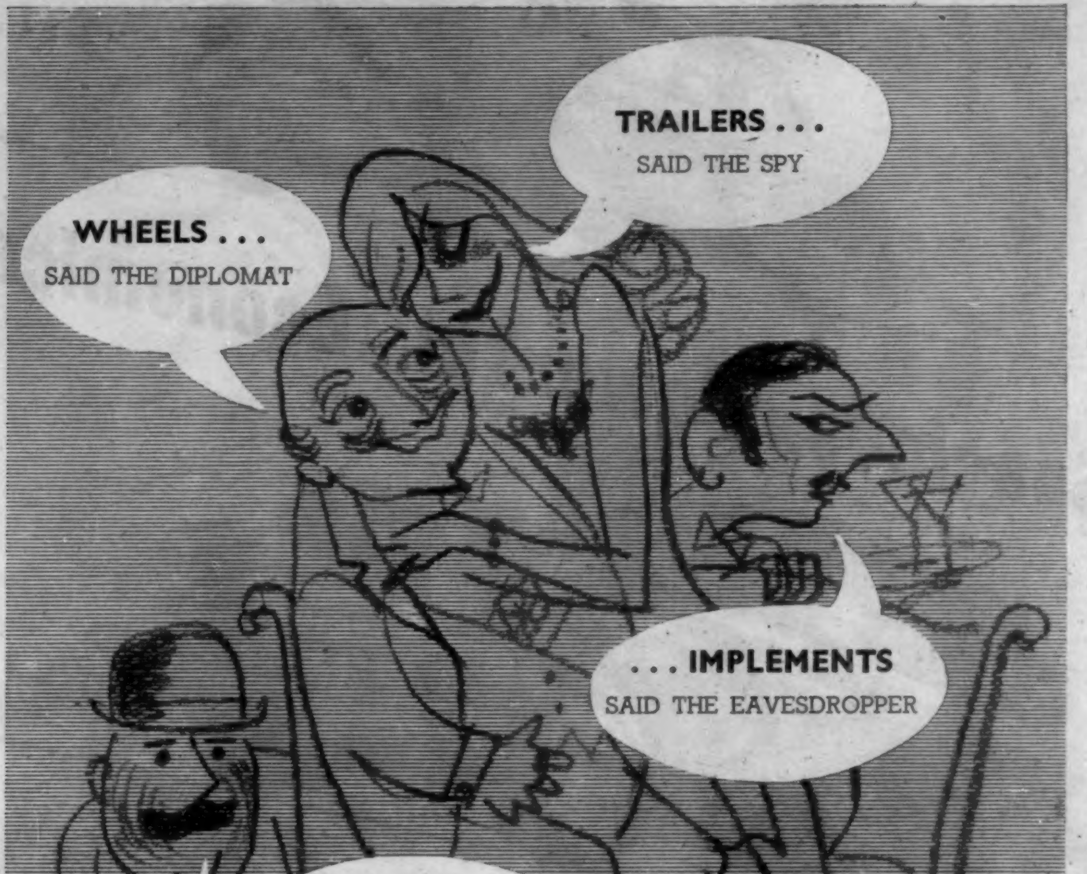
Maximum speed of 80 m.p.h. 28·68 m.p.g. at an average speed of 40·89 m.p.h.★ Spacious 5/6 seater. Length 14 ft. 4 ins., turning circle only 38 ft. Price £535 plus £224 . 0s. 10d. P.T.

THE 4-CYLINDER WYVERN

Same size body and the same modern styling as the Velox. Maximum speed of 70 m.p.h. 33·46 m.p.g. at an average speed of 30·51 m.p.h.★ Price £495 plus £207 . 7s. 6d. P.T.

Vauxhall Motors Ltd · Luton · Beds.

★ From R.A.C. observed petrol consumption tests.


TRAILERS . . .
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NEWS and VIEWS

Tax Total

VEHICLE taxation, including fuel tax, amounted to £360,958,000 during the twelve months ended March 31, 1953, according to statistics published by the British Road Federation. The B.R.F. says that the current year's total will be about £383,400,000.

Honour from U.S.

IN recognition of research work into car history, Mr. St. John C. Nixon has been awarded the McKean Memorial Trophy by the Antique Automobile Club of America. The club, which has a membership of over 4,000, has also made Mr. Nixon an honorary member.

French Production

DURING 1953 Renault headed French car production with a total output of 120,460; Citroen were a comfortable second with 102,168, then came Peugeot 67,689, Simca 50,996, Ford 20,337, Panhard 5,964, Rosengart 237, Hotchkiss 230, Rovin 115, Salmson 51, Delahaye 36, and Talbot 10.

Volkswagen Drive

A LICENCE for the importation of 3,500 cars has been granted to the Volkswagen company by the Australian Government. Of the total 3,000 are to be assembled in Melbourne, the remainder being imported as complete vehicles. The first shipment is already reported to have arrived in Australia.

Monsieur M. Franay

THE sudden death has occurred of M. Maurice Franay, the well-known French coachbuilder. His creations were a celebrated feature of the Paris Salon and it is a matter of great regret when a stylist such as he is taken from the industry. He was only 55 years of age.

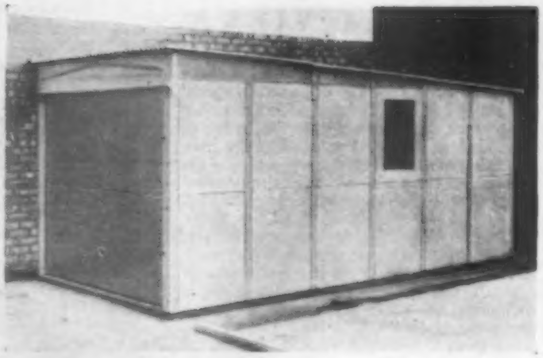
Ford Export Prices

REDUCTIONS have been made in the prices of Ford cars for export, varying from £6 on the new Anglia to £22 on the Zephyr and Zodiac models. The reductions have been made because of the development of foreign competition, particularly from Germany. The policy is aimed to provide a stimulus for the export market only, in harmony with national economic needs.

Standard Swedish Debut

FIRST public showing of the new Standard Ten, fully described on pages 431-433 in this issue, will be at the Stockholm Show, opening today (March 26). Sweden is currently the Standard Motor Company's second-best export market, inferior only to Australia. In 1953 and in January this year Sweden was among the six leading markets (in number of vehicles) for the British motor industry in general.

For the present this new Standard model will be for export only, but as production increases it will come on to the home market.



This form of Batley garage is now available. Its erection, like that of other Batley products, is straightforward provided that the ground is made perfectly level beforehand. (See accompanying paragraph.)

PORTABLE LEAN-TO GARAGE

A NEW lean-to version of the Batley sectional concrete garage has been introduced. It is 8ft wide and can be supplied in two lengths, 16ft 4in and 19ft. Like the other versions of these concrete garages, it can be easily erected although it is necessary to fasten the beams, which support the roof, into the existing wall and provide a lead or copper flashing to form a joint between the permanent wall and the corrugated asbestos roof. A feature of the design is that the roof slopes from the front towards the back of the garage, and it is not necessary to fit a guttering on the main side wall.

The garage is available with normal double doors, or a single "up-and-over" type of door at a slightly increased cost. Fixed windows can be provided in any of the main panels, and an extra 2ft 6in door and opening windows are optional extras. The prices of the garages are £55 and £62 10s, and delivery is free in England and Wales.

ROAD OF PROGRESS

THE magnificent road that leads out of Paris to Chartres and points west can certainly claim the name "Road of Progress." The most recent addition to this Autoroute de l'Ouest has been the installation of the latest type of lighting, making the use of head lamps unnecessary.

Over a period of approximately six months in the winter months of 1952-53, it was decided to make tests over a distance of five hundred yards on leaving the road's tunnel to determine the most efficient lighting. New designs likely to meet the needs of such a wide road were tested at different heights. At the same time as the tests were going on, the lighting in the tunnel was undergoing transformation, the old-type lamps being replaced by fluorescent tubes. These in turn created a new problem—that of extreme contrast, for it was like driving out of daylight into dark. With the new lights in use on the Autoroute there is a better merging of the tunnel into the road.

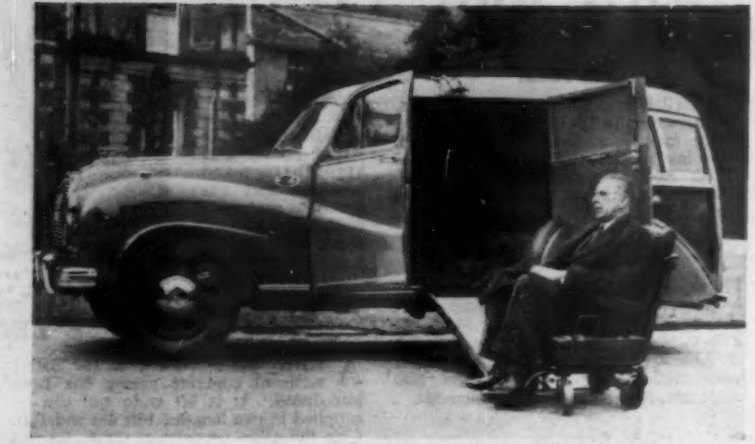
The man responsible for the Autoroute is M. de Buffevent, chief engineer of the department of roads and bridges in the Seine area. M. de Buffevent said that after the testing period a decision to go ahead with the lighting project was made at the end of July, 1953. Progress was rapid and on December 12 the switch was thrown for the first time, well ahead of schedule. This year it is planned to extend the lighting.

The type of lamp is a mercury vapour

A section of the Paris-Chartres road, where lighting has been installed that makes the use of head lamps unnecessary.

NEWS and VIEWS . . . . continued

prototype by Philips of Holland. Reflectors have been specially designed to throw an even spread of light without either deep black shadows or glare. The lamps are mounted on metal poles 42ft high, two to each pole, and are centrally placed on the central strip. The cost of the finished project will be approximately £30,000. M. de Buffevent summed it up thus: "The cost of the whole project works out at approximately a farthing for each motorist who passes on the Autoroute at night." On an average Sunday night a maximum of 5,000 cars an hour passes along this road.



A simple method of carrying an invalid has been devised by Botwoods, Ltd., of Majors Corner, Ipswich. The Austin A.70 is the basis, but the door pillar of the estate wagon style of body has been removed to make room for the special adjustable chair provided with the car. Two or three people can be carried in addition to the driver. The total price of the car is £1,165.

New A.A. Office

LARGER premises have been opened in Aberdeen by the A.A. at 10, Golden Square. The telephone number is Aberdeen 51231.

"Mechanicals" Vice-Chairman

MR. J. H. PITCHFORD, M.A. (Cantab.), M.I.Mech.E., has been appointed vice-chairman of the Automobile Division of the Institution of Mechanical Engineers. The vacancy was caused by the Institution's approval of an increase in the number of the division's vice-chairmen from one to two. Mr. Pitchford is managing and joint technical director of Ricardo and Co. (1927), Ltd.

Ladybird and Alert

ILLUSTRATIONS of the Eccles Alert Mark V and Jubilee Ladybird caravans appeared in the Spring and Touring Number of *The Autocar*, published on March 12. In the caption to the pictures, on page 369, it was stated that the Ladybird was on the left and the Alert on the right. This was incorrect, the illustrations having become transposed.

"C" Licence Special

MANY motorists with business interests that include the carriage of light goods operate their vehicles, frequently utilities or shooting brakes, under Ministry of Transport "C" licences. For these people, and for purely commercial "C" licence vehicle operators, a special "C" Licence Number of *Motor Transport* will be published on April 2. *Motor Transport* is associated with *The Autocar*, and is published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.

Road Safety Film

WITH the help of financial support from a number of local and national companies the Oxford road safety council has been able to make a 15-minute sound film on road safety called *Safety All The Way*. As a *quid pro quo* the products or activities of contributors have been used in the film, but no names are mentioned and the film is essentially a road safety rather than in any degree an advertising effort.

The Chief Constable of Oxford co-operated by lending police officers and vehicles, Oxford United Hospitals gave facilities for filming inside an infirmary, and further scenes were taken inside a local school. The film is 16mm, and it is available on loan to motoring clubs and other interested organizations on application to Capt. H. Welham Jones, Oxford Road Safety Council, 29, St. Aldates, Oxford.

New Registrations Up

DURING last December 26,233 cars were registered for the first time in Great Britain, bringing the total for 1953 up to 295,073. This was an increase of 107,457 compared with the previous year. There was also an increase in the number of new registrations of motor cycles, goods vehicles and agricultural tractors.

Last year 2,723,537 cars were on the roads of Britain. This figure was a record and was very much more than the total for any pre-war year. In 1938, the pre-war record year, the total was under 2,000,000.

Commenting on these figures, the Standing Joint Committee of the R.A.C., A.A. and R.S.A.C. has very forgivably stated the obvious. The figures heavily underline the need for new roads.

Vienna Show

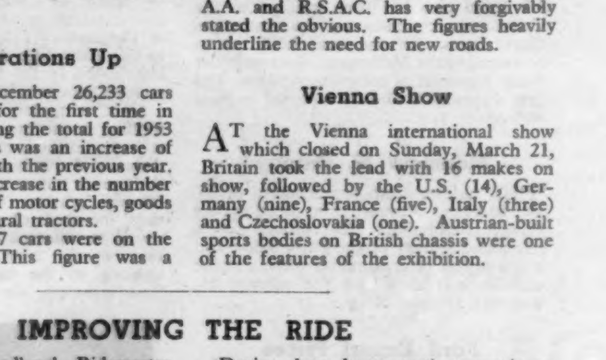
AT the Vienna international show which closed on Sunday, March 21, Britain took the lead with 16 makes on show, followed by the U.S. (14), Germany (nine), France (five), Italy (three) and Czechoslovakia (one). Austrian-built sports bodies on British chassis were one of the features of the exhibition.

IMPROVING THE RIDE

THE Toledo Woodhead Ridemaster attachment, which was introduced recently, has been designed to provide variable rate suspension with a minimum of complication in manufacture and fitting. One model consists of a coil spring with a bracket for attaching the Ridemaster spring to the road spring of the car in front of the rear axle, and a second hooked plate which passes over the road spring eye between the shackle plates. Another type is suitable for attaching to transverse springs. The Ridemaster is strongly made and easily fitted to most cars.

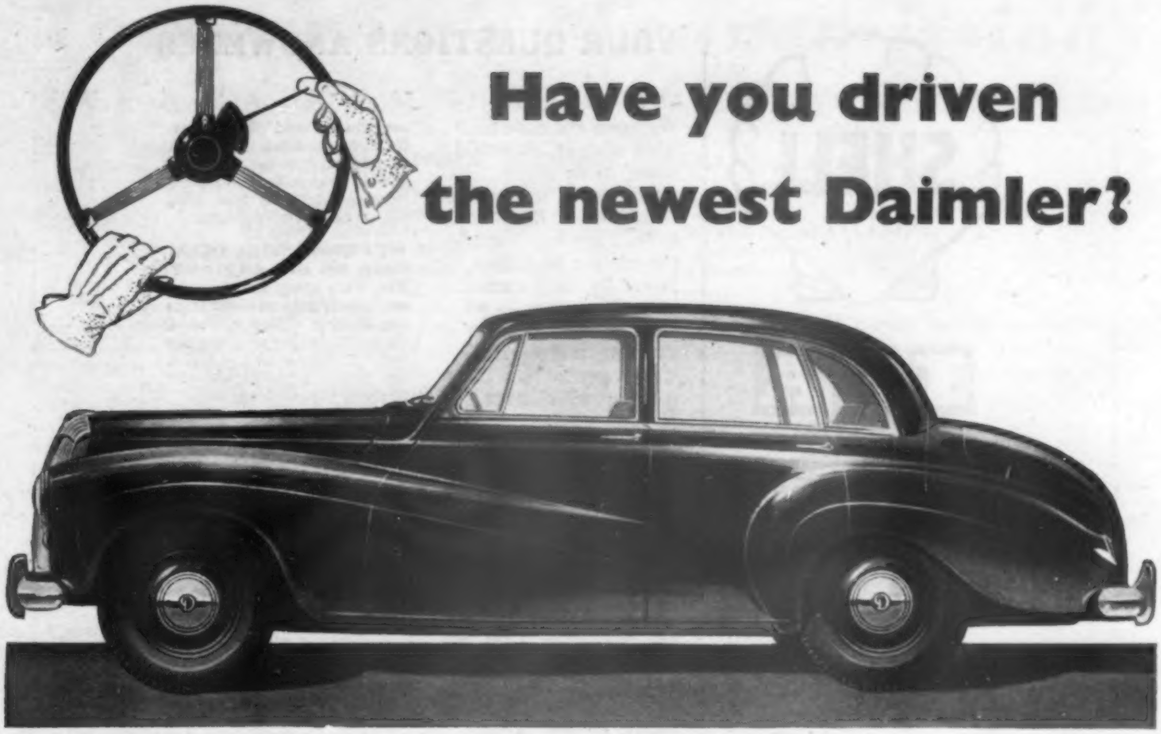
During short demonstration runs in an Austin A.40 saloon and Ford Zephyr saloon, both of which were fitted with these assemblies, freedom from roll was apparent and there was a notable absence of tyre squeal when cornering fast. A pair of Ridemaster assemblies has been fitted to one of *The Autocar's* staff cars and findings on the effect will be published in due course.

The attachment is manufactured by Toledo Woodhead (Sheffield), Ltd., Clifton Works, Neepsend Lane, Sheffield, 3.



The Toledo Woodhead Ridemaster in position. No structural alterations are necessary to the car and the springs are easily fitted after the wheels have been removed.

Have you driven the newest Daimler?



—the brilliant CONQUEST 'CENTURY'

THE NEW Conquest 'Century' can be seen at all Daimler Distributors now and you should lose no time in giving it a trial run. This car is a superb combination of all that is most efficient and luxurious in motoring, yet it is still in the medium price range.

Modifications to Conquest engine

The 'Century' not only has all those special mechanical features that have already given the Conquest a unique reputation, and which include pre-selector fluid transmission, automatic chassis lubrication, *laminated* torsion bar suspension and water heated induction; it embodies certain modifications to engine and chassis design which have improved on even the Conquest's great performance. Greater comfort and luxury are offered too in new styles of seating, upholstery, fittings and equipment.

100 b.h.p. and twin carburettors.

The 'Century' has twin carburettors and a special series engine developing 100 b.h.p. Acceleration can only be described as remarkable—from a standing start to 60 m.p.h. in 16.3 seconds! This kind of performance would be good in a really fast sports saloon but in the 'Century' you also get real comfort in a roomy family car with incomparable flexibility for town and city traffic and the luxurious smoothness and silence implicit in the Daimler tradition.

Many useful extras

Items included in the improved bodywork and equipment are bigger bumpers; new instrument panel with rev. counter; screen washers; telescopic adjustable steering; improved seating design with 4" more knee room for rear seat passengers; front seat draught excluders; new style trim over foam rubber upholstery and there are two suitcases specially designed for the large luggage boot and included in the standard equipment without extra charge.

Write today to Bureau 2, The Daimler Co. Ltd., Coventry, for the name of your nearest dealer who will be glad to give you the enjoyment of a trial run in this thrilling car. Price £1172 plus £489.9.2 purchase tax.

Also the original Conquest Saloon

at the attractive price of £1066 plus £445.5.10 purchase tax with the 75 b.h.p. engine — 80 m.p.h. — 0-30 in 5 secs. — petrol consumption up to 26.5 m.p.g. at 30 m.p.h.

OUT OF PEDIGREE COMES PACE

SHELL

WITH

ICA

YOUR QUESTIONS ANSWERED

We knew the difference Shell with I·C·A would make, so we urged motorists to "try the two-tankful test". Millions have. They have found the result a revelation. Naturally, they started asking questions — we have received many in the post, and service station people have told us about many more. Here they are.

Will Shell with I·C·A make your engine run more smoothly?
More cars suffer from pre-ignition "rough running" due to combustion-chamber deposits than their owners ever realise. I·C·A entirely eliminates this fault. (This, of course, is why we invited motorists to try the two-tankful test.)

Will Shell with I·C·A give your engine more power and more miles per gallon?
Pre-ignition (which the majority of car owners do not realise is happening) and spark plug fouling: these both cause loss of power. Shell with I·C·A makes good this loss, so it enables your engine to give its maximum power. Similarly by eliminating this loss of power you will get more miles per gallon.

Will Shell with I·C·A mean less frequent de-carbonisation?
One of the effects I·C·A has on the deposits in your cylinders is to make them softer and fluffier. This means that the engine itself blows them out of the exhaust more easily. Eventually, of course, you will need a top overhaul, but you can now go on longer before you do.

Will Shell with I·C·A help a new engine?
A new engine is protected from the start by I·C·A from pre-ignition and plug shorts. So if you use Shell with I·C·A in a brand-new car you safeguard yourself completely from pre-ignition and plug failure caused by deposits.

Will Shell with I·C·A help an old engine?
Yes. Very many middle-aged and elderly engines suffer from pre-ignition. This is one of the main reasons why engines feel "middle-aged". I·C·A has already restored lost zest to many high-mileage cars.

Can you safely go back to an ordinary petrol?
Yes, but you will rapidly lose the unique conditioning effects of I·C·A. Unconditioned deposits will build up again, and you are liable to get pre-ignition and plug fouling.

What effect will Shell with I·C·A have on plug life?
I·C·A reduces the need for plug cleaning and greatly increases plug reliability. It cannot stop deposits forming on plugs—nothing can—but it can and does make them harmless.

Will Shell with I·C·A improve your acceleration?
This entirely depends on the state of your combustion-chambers and plugs. Many motorists have commented on the improvement they have found.

Will Shell with I·C·A react with additives in other fuels or lubricants?
No. I·C·A will not "clash" with any additives in commercial use today.

Is there a better petrol on the market?
You cannot buy a better petrol than Shell at any price. Most of the reasons are here. If you have any other particular questions you would like answered, write to Technical Department, Shell-Mex House, London, W.C.2.

Try the two-tankful test

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Tomorrow's Transmissions

HOW FAR CAN U.S.A. AUTOMATIC TYPES BE USED ON BRITISH CARS?

By JOHN RABSON, A.M.I.Mech.E.

In the first part of this article ("The Autocar," February 12) some of the general considerations and specific requirements of automatic transmission were discussed. It is now proposed to see what has been done in this country and in the United States, and to consider the suitability of some of the American-designed units for European cars.

IN the U.S.A. there are several approaches to the problem, with the result that a large number of automatic transmissions are available; generally speaking, they follow two basic patterns or are a combination of these. They consist of a fluid coupling (in conjunction with a four-speed and reverse transmission), or a torque converter and a smaller number of gear trains. Obviously, if the torque converter ratio is high a small number of gear trains can be employed. The ideal arrangement might be to use a torque converter with a ratio sufficiently high to eliminate the need for additional forward reduction gearing altogether, but the system at its present stage of development would not have a sufficiently high overall efficiency to make it a practical proposition for a small British car, or even a large American one!

For a proportion of its life the torque converter is required to function as a simple fluid coupling and not to multiply torque; therefore it must be efficient in both of these functions. The lower the ratio of torque multiplication the easier it is to make the unit function efficiently; consequently the majority of automatic transmissions that do not employ a simple fluid coupling utilize a torque converter which has a moderate ratio at stalling point, in conjunction with an epicyclic gear box.

Self-adjusting

The advantages of a torque converter are that it automatically adjusts its ratio according to load and speed; it is smooth and free from jerks that may occur at the change point on an hydraulically operated mechanical ratio change; it does not require complicated control valve gear. On the other hand, oil that is made to work gets hot, and in consequence it is often necessary to provide some type of oil cooler or heat exchanger, which may be air or water cooled, in order to prevent the torque converter fluid from overheating. This increases the amount of fluid that must be carried, a factor which in turn increases the weight of the vehicle, reduces the power-to-weight ratio and the performance, or reduces the pay load for a given performance. This is of great importance on a small car that is operating "close to the bone" and has a limited amount of excess power available. Further, it must be remembered that the production of this unwanted heat must be paid for in terms of increased fuel consumption—it is the engine that provides the power that heats the oil.

TABLE II: POWER-WEIGHT RATIOS, BRITISH AND AMERICAN

Car	B.h.p. per ton laden
BRITISH	
Morris Minor	30.9
Hillman Minx	32.3
Wolseley Four Forty-Four	47.6
Standard Vanguard Phase II	47.0
Riley 1½-litre	36.8
Ford Zephyr	52.4
Average: 41.2 (approx.)	
AMERICAN	
Chrysler New Yorker	85.2
Hudson Super Jet	78.6
Studebaker Commander Coupé	72.3
Chevrolet (1951) Powerglide saloon	69.07
Cadillac, Series 62	83.7
Oldsmobile, 98	71.5
Average: 76.7 (approx.)	

Between the two extremes of a fluid coupling in conjunction with an epicyclic gear box, and a high ratio torque converter, can be placed most of the automatic transmissions used in the United States, and also in this country on cars such as the Rolls-Royce, Bentley and Jaguar—with names such as Hydra-Matic, Powerglide, Dynaflow, Borg Warner, Powerflite, and several others. One of the most successful automatic transmissions is the General Motors Hydra-Matic, examples of which are used on the Cadillac and Oldsmobile, to name only two, while the box has been fitted to cars of British manufacture such as the Rolls-Royce and Bentley, although it should be pointed out that the present Rolls-Royce transmissions are now manufactured in this country. Although minor modifications have been made to suit the particular requirements of the individual vehicles, the basic principles of these transmissions are the same and consist of a four-speed and reverse planetary gear box and a simple fluid coupling, together with the necessary control gear to effect the gear changing.

A four-speed and reverse planetary gear box with a fluid coupling is no new thing, and in a manually operated form such a transmission has been used for many years by the Daimler company. In its latest form, known as the Dual-range Hydra-Matic, it has, as well as neutral, reverse, low range and drive range positions, an additional position of the

TABLE I: CHARACTERISTICS OF AUTOMATIC TRANSMISSIONS

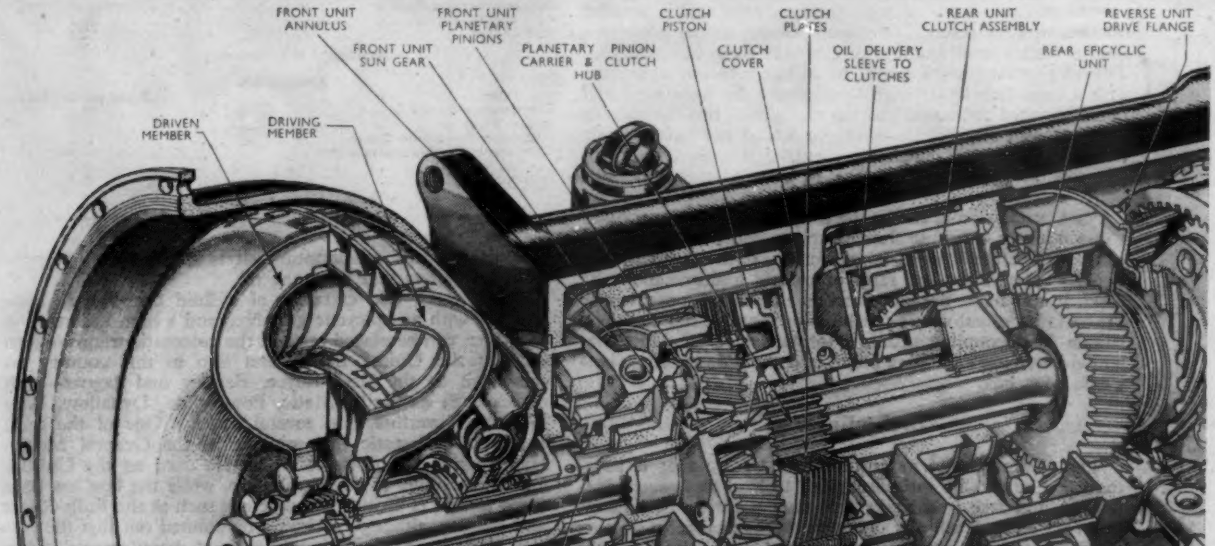
Type	Torque converter	Fluid coupling	Lock-up direct-drive clutch	No. of gear trains	No. of forward gear selector positions	Maximum converter ratio	Type of cooling	Transmission gear ratio	Maximum transmission ratio
Hydra-Matic	—	Yes	—	3 S	3	—		3.82 to 1; 2.634 to 1; 1.45 to 1; 1 to 1	3.82 to 1
Borg Warner (illustrated February 27, 1953)	Yes	—	Yes	2 S	2	2.15 to 1	Air	2.308 to 1; 1.435 to 1; 1 to 1	(2.15 × 2.308) to 1
Powerflite (November 6, 1953)	Yes	—	—	2 S	2	2.6 to 1	W-C H.E.	1.72 to 1; 1 to 1	(2.6 × 1.72) to 1
Dynaflow	Yes	—	—	1 C	2	2.24 to 1	W-C H.E.	1.82 to 1; 1 to 1	(2.24 × 1.82) to 1
Dynaflow Twin-Turbine ...	Yes	—	—	1 C	2	2.45 to 1	W-C H.E.	1.82 to 1; 1 to 1	(2.45 × 1.82) to 1
Powerglide	Yes	—	—	1 C	2	2.2 to 1	W-C H.E.	1.82 to 1; 1 to 1	(2.2 × 1.82) to 1
Ford-o-Matic	Yes	—	—	1 C	2	2.1 to 1	Air	2.44 to 1; 1.48 to 1; 1 to 1	(2.1 × 2.44) to 1

S = Single. W-C = Water-cooled. C = Compound Train. H.E. = Heat exchanger.

selector lever which prevents the transmission from changing up from third into top gear until a much higher speed than the change-up point in drive range is reached. This provides improved acceleration when needed without adversely affecting the fuel consumption as would apply if the change-up point were delayed for normal driving.

A brief list of the main features of some of the well-known transmissions is shown in Table I. Apart from the Hydra-Matic, all the units shown use torque converters, and either one compound or two simple epicyclic gear trains providing two or (as in the Ford-o-Matic, and the Studebaker version of the Borg Warner transmission) three gear ratios, plus the converter ratio. Apart from a manual shift from the L to D positions, and sometimes a kick-down control brought into operation when the throttle pedal is fully opened, the transmissions are completely automatic, the ratio changing to suit conditions imposed by the engine speed (throttle position) and loading. An interesting feature of the Borg Warner transmission is the use of a plate clutch to lock the torque converter and provide a direct drive top gear that is free from slip.

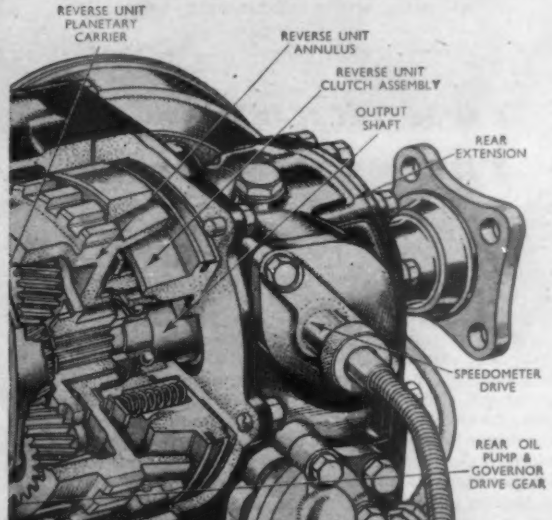
What are the prospects for the average British car of the small popular type? Table II. shows the power-to-weight ratios for a selection of these models. Taking an average of the cars shown, it can be seen that the b.h.p. per ton laden figure for the American car is almost twice that of the average small and medium-sized British car. Only a small number of examples has been used to obtain the average, but it is sufficiently large to show the general trend, and with the smaller power-to-weight ratio it is doubtful whether the American type of transmission would be completely suitable for the European car, bearing in mind that the British cars already using automatic transmissions of either the Hydra-Matic or Borg Warner type have power-to-weight ratios similar to those of American vehicles. The Jaguar Mark VII saloon, for example, with an 8 to 1 compression ratio engine, has a b.h.p. per ton laden figure of 83.2, very similar to that for the American Cadillac.


FRONT UNIT ANNULUS
FRONT UNIT PLANETARY PINIONS
FRONT UNIT SUN GEAR
PLANETARY CARRIER & HUB
PINION CLUTCH
CLUTCH PISTON
CLUTCH COVER
CLUTCH PLATES
OIL DELIVERY SLEEVE TO CLUTCHES
REAR UNIT CLUTCH ASSEMBLY
REAR EPICYCLIC UNIT
REVERSE UNIT DRIVE FLANGE
DRIVEN MEMBER
DRIVING MEMBER
REAR SERVO
REAR OIL PUMP SUCTION PIPE
MANUAL CONTROL VALVE
SUMP OIL FILTER
OIL SUMP
FRONT SERVO
FRONT OIL PUMP (ROTATING VANE)
FRONT OIL PUMP SUCTION PIPE
MAIN SHAFT
INTERMEDIATE SHAFT
FRONT UNIT BRAKE DRUM
BRAKE BAND
MANUAL CONTROL SHAFT
INNER MANUAL CONTROL LEVER
THROTTLE VALVE
V.R.BERRIS
The Autocar COPYRIGHT

TOMORROW'S TRANSMISSIONS . . . continued

For the British car the disadvantages of the American transmissions are weight, cost and possible increase in fuel consumption. In general terms, the cost of the device is often dependent on the complexity, the number of components and the amount of labour involved in machining and assembling them, and although the torque converter drive with a smaller number of gear trains may be less complicated than the Hydra-Matic arrangement, it may be heavier owing to the need for some form of oil cooler. In spite of these drawbacks, there is little doubt that some form of transmission that does not require the use of a clutch pedal must eventually find its way on to the average British car.

Ignoring fully automatic control, the most important transmission need is this abolition of the clutch pedal, both for starting from rest and for subsequent gear changing. As regards starting from rest, the problem can be solved on vehicles with transmissions of the type used by Daimler and Armstrong Siddeley. On the other hand, with these it is necessary to operate a gear-changing pedal which requires about the same amount of effort and a similar movement to that required to operate a clutch on a conventional transmission. Further, neither the fluid flywheel nor a *simple* form of centrifugally operated clutch provides a satisfactory solution as regards gear changing unless an epicyclic transmission is used, in which case brake bands or additional clutches can be operated to permit the change from gear to gear to take place.


REVERSE UNIT PLANETARY CARRIER
REVERSE UNIT ANNULUS
REVERSE UNIT CLUTCH ASSEMBLY
OUTPUT SHAFT
REAR EXTENSION
SPEEDOMETER DRIVE
REAR OIL PUMP & GOVERNOR DRIVE GEAR
GOVERNOR ASSEMBLY
GOVERNOR FEED OIL PIPE
THROTTLE LEVER SHAFT
GOVERNOR SLEEVE & PARKING BRACKET ASSEMBLY

One of the best known and successful automatic transmissions is the Hydra-Matic, developed by General Motors. Basically it consists of an epicyclic gear box and a fluid coupling together with the necessary hydraulic control gear.

A modified form of centrifugally operated clutch can be used in conjunction with a normal two-shaft gear box, and this can be arranged so that the centrifugally operated bob-weights take up the drive as the engine is accelerated, but an over-riding control releases the drive between engine and gear box to facilitate gear changing.

Friction Clutch Likely

Apart from a centrifugally operated friction clutch with an over-riding control, the desired characteristics of automatic take-up from rest, together with provision for de-clutching at speed, could be produced both electrically and hydraulically, although it is possible at the present state of development that a friction clutch, using a number of components that are in many ways similar to those used in normal friction clutches, might be the most economical, particularly if the transmission is to be considered as optional, as opposed to standard, equipment.

One of these systems would solve the problem as regards starting from rest but, like the epicyclic transmissions mentioned previously, it does not solve it as regards changing from gear to gear. If the driver is prepared to operate the gear change mechanism manually, it is possible to substitute some form of servo mechanism to disengage the clutch when necessary in order to change gear. The operating control of this servo can be connected to the gear change lever in such a way that, as soon as the driver starts to move the gear lever, the clutch is automatically withdrawn.

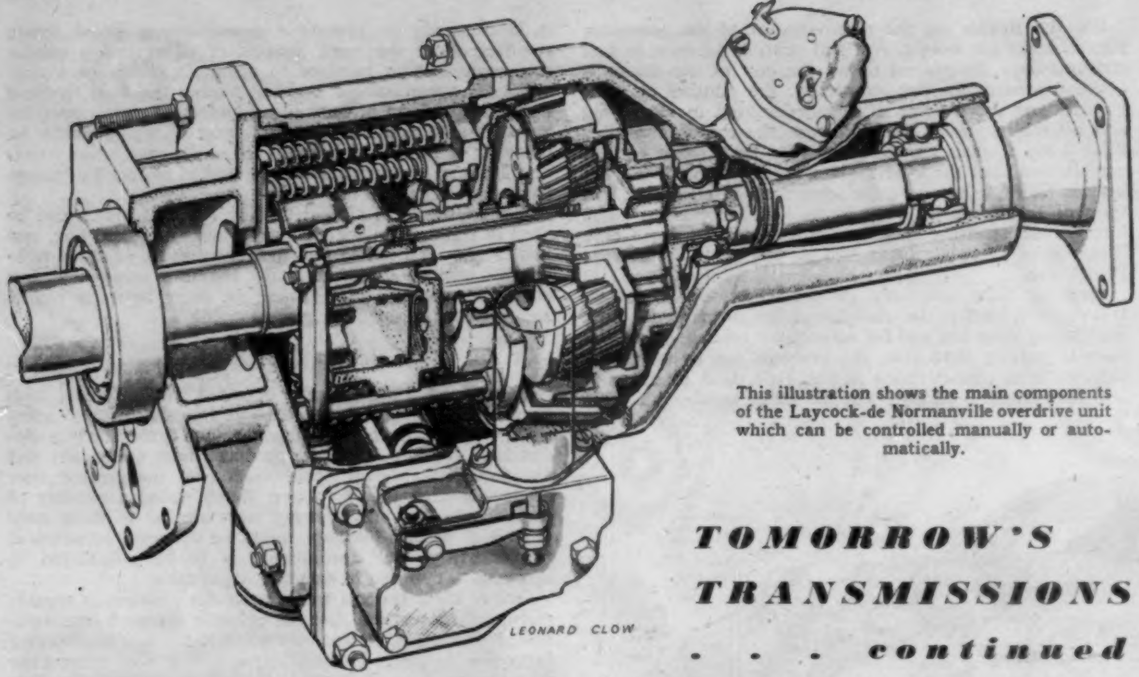
One system of this type is the Manumatic, developed by Automotive Products, of Leamington Spa. With this unit an electrically controlled vacuum servo operates an over-riding control on the centrifugally operated clutch, and another servo operates the throttle to increase the engine speed when a change down is made, and to reduce it when changing up, so that the speeds of the engine output shaft and transmission input shaft are synchronized before the clutch is re-engaged. With this system the gear change point is under the control of the driver, but it is necessary for him to perform the actual gear changing to the extent of moving the gear lever, though he does not have to operate a clutch pedal.

Degrees of Automaticity

It may be thought that even this system provides more automatic control than is necessary. An even simpler system could be used with some form of clutch mechanism operated by the first movement of the gear lever, or perhaps an electric switch built into the gear lever knob, which would energize the clutch disengagement as soon as the driver grasped the lever to change gear, but leaving the problem of engine speed adjustment completely under the driver's control.

It is a much more simple and consequently less costly step to abolish the clutch pedal than it is to do away with the gear selector lever, or even limit it to a three-position lever with forward, neutral and reverse. Even with the American systems it has been found necessary to provide at least two forward positions giving low and drive range, in spite of the very favourable power-to-weight ratio of those vehicles compared with some cars of British design.

Forgetting an automatic or servo-operated clutch control for the moment, what other transmission aids are available to simplify driving and improve efficiency? Perhaps the best known is the Laycock-de Normanville overdrive. This unit is available in several forms and has been fitted to a number of British cars for several years. Basically it consists of an additional epicyclic gear box attached to the rear end of a normal gear box to provide an extra ratio when the car is in top gear. It can be controlled in several ways, both manually and automatically. One of the first manu-



This illustration shows the main components of the Laycock-de Normanville overdrive unit which can be controlled manually or automatically.

TOMORROW'S TRANSMISSIONS

. . . continued

facturers to offer this device as optional equipment was the Standard Motor Company, when they made it available on the Vanguard and Triumph Renown. It was operated by moving the gear lever into an extra position, but it was not necessary to depress the clutch pedal when moving into or out of overdrive. A later development was to control the overdrive by solenoids so that the engagement could be effected by a switch mounted on the facia. This increased the utility and also the range of this unit, as it could be used in conjunction with some of the indirect ratios without unduly complicating the mechanical control. In fact, the electrically operated overdrive is now available on second and top gears on the Vanguard saloon (the combined ratio of second gear and overdrive coming almost midway between direct second and top gears). Of the five forward speeds that are available, two can be engaged or disengaged without using the clutch.

A slightly modified version of this arrangement is available on the Jaguar Mark VII, and was fully described in the January 15, 1954, issue of *The Autocar*. In this installation the overdrive unit is again electrically controlled. It is available only on top gear, but it is operated in conjunction with a governor switch, so that if the master switch on the facia is placed in the overdrive position the overdrive unit will automatically come into operation once the car has reached a speed of approximately 36 m.p.h. in top gear. In a similar way, once the speed drops below 30 m.p.h. the centrifugally operated switch will cut out, but the transmission will not change down into direct top gear if the throttle is closed. To prevent a jerk the change down will be delayed until the throttle is opened slightly. This version of the overdrive, then, provides an automatic change between two gears, top and overdrive, with an over-riding control that can be operated by the driver.

Imperfect

Neither the overdrive nor the type of clutch control mentioned previously provides the complete answer for the ideal automatic transmission suitable for the British car; however, both of these units do open up possibilities and show the trend of development work that has taken place and is still proceeding. A combination of these two units and a two-speed and reverse gear box might provide a satisfactory solution, some form of centrifugally operated clutch taking care of the initial take-up as the car was accelerated from rest, and an automatic overdrive unit, coupled to the first gear of the two-speed gear box, providing a second ratio. A manual shift would then be necessary to engage the next pair of ratios, third gear being provided by the direct gear and top gear by the engagement of the automatic overdrive.

Such a system would require a selector lever of the low and drive range type, as used on automatic transmissions of American design, while it might also be necessary to provide a master switch to cut out the overdrive unit; another refinement might be to use a kick-down switch to disengage the overdrive if the throttle were depressed past the normal fully open position. It might also be necessary to provide some mechanism to adjust the engine speed, similar to that referred to in connection with the Manumatic transmission. But although a unit of this type would be possible, the more automatic control that is provided the more complicated will the mechanism become, a factor which in turn will increase the cost to the would-be purchaser.

Anticipation

Although the use of an automatic control will simplify driving technique, the gear ratio being varied according to loading and throttle position, it must be remembered that any mechanical device will produce the same result for the same set of applied conditions, and although a skilled driver generally follows a set pattern in his driving manner, there are many instances in which a modification to the basic procedure is made depending on *future* road conditions. For example, a driver can see when he is almost at the top of a hill or is approaching a sharp corner, but as far as the automatic transmission is concerned the car may be still climbing steeply or proceeding down a fast straight. Further, with the American transmissions it has been found necessary to provide a considerable range of change-up speeds; for example, a transmission may change up into direct top between, say, 20 and 60 m.p.h., according to throttle position. If a driver is pottering at low speed, he will expect to be able to do so in top gear, while if he is in a hurry and accelerating hard, he may wish to use the indirect ratios until a very much higher speed is obtained.

With the American systems these desires are catered for as much as possible and in the main a very satisfactory compromise is provided. For any automatic transmission system designed for use in this country, it would be necessary to provide some similar arrangement, a factor that would further increase the cost.

(*Concluded.*)

The doors are hinged on their leading and trailing edges respectively, bringing the push button locks to the centre. The leading edge of the frame for the front drop windows is attached to the glass, so an unobstructed area is provided when the window is lowered and the ventilator panel opened. Below: The rear window is of sensible dimensions. A trap door encloses the fuel filler cap, and it can be locked by means of a catch inside the luggage locker. One jacking point can just be seen below the back of the rear door.

The Autocar ROAD TESTS

No. 1527:

ROVER 90 SALOON

IN September last year the Rover company supplemented the firmly established 75 saloon with two additional models, the 60 with a four-cylinder engine, and the 90 with a six-cylinder similar in design but with larger cylinder bores than in the 75. The same body pressings are used for all three models but there are detail differences of fittings and trim. This policy provides a car with an emphasis on fuel economy in the 60 model, while the Rover 90 has an accent on performance.

The biggest-engined model is the subject of this test, and as it can be supplied with alternative final drive ratios, complete performance tests have been carried out with both the 4.3 and the 3.9 to 1 axle ratios that are available, to determine how the car behaves with the change in gearing.

In general the Rover is a car that has a definite following of enthusiastic owner-drivers, many of whom have remained faithful to the product over a considerable number of years. After driving one of these cars for even a short distance the reasons for this esteem become apparent, and they are confirmed as the miles mount up. The main reason, no doubt, is that it is a very good all-round car. There are faster cars, larger cars, more economical cars and so on, but there is little doubt that the combination of so many desirable qualities that is found in the Rover in relation to the price paid would be difficult to better. It is an easy car to drive, yet one that encourages the best from the driver, for its whole behaviour is of such a quality as to make clumsy handling seem altogether out of keeping. Few cars so strongly exert this subtle influence on the driver.

One of the features that helps to produce this effect is the high degree of engine smoothness. The 90 six-cylinder engine also provides ample power and gives the car a lively performance even with the 3.9 to 1 ratio; it is also very flexible and pleasant at low speeds. The maximum torque point occurs at the low figure of 1,500 r.p.m., so the engine has good power in the lower range, and the 90 can be treated very much as a top gear car, particularly with the higher (4.3 to 1) axle ratio.

In keeping with the engine, the transmission is also smooth and refined. The layout is conventional in that a dry single-plate clutch and four-speed gear box are used, with synchromesh on top, third and second, but a familiar and long-standing Rover feature, the free-wheel, is still retained. Compared with the previous Rover models, the gear change mechanism has been modified and a central lever is now used. The gear lever position is adjustable; by rotating the turret head the gear lever knob can be placed centrally

A fog lamp, mounted to the left of the centre line, is standard equipment. External side lights are attached to the top of the wings and white reflectors are placed low down between the side lamps and the bumper. There is a 90 model motif on the radiator grille below the Rover's Viking emblem.

Above : The small tools are carried in a neat rubber-bottomed tray below the facia. The ample facia lockers (left and centre) can be appreciated, also the grouping of instruments and of the majority of the minor controls immediately in front of the driver. The new gear lever is unusually cranked still to permit the occasional seating of three on the one-piece seat.

Left : There are side and folding central arm rests for both seats. Two interior lights are provided in the rear compartment, one on each side above the " pulls."

ROAD TEST . . . . continued

or to the left or right of the chassis longitudinal line, to suit the individual requirements of drivers and also to make the mechanism suitable for either right- or left-hand-drive cars.

This transmission system works well. The clutch provides a smooth take up from rest and is perfectly satisfactory for all normal driving. The gear ratios are well chosen and the synchromesh is effective for both normal driving and fast gear changing. The new gear lever can best be described as midway between the central "prong" type and a remote control change. It is positive and light in operation and has just about the right movement from gear to gear. There is a slight degree of flexibility in the system, but this is by design, in order to insulate the section of the change mechanism which is mounted on the body from engine and chassis vibrations.

One of the basic ideas behind the design of the Rover combustion chamber is to provide good fuel consumption, and test results are very good, although the m.p.g. figures depend very much on the way the car is driven. The overall consumption figures have shown an advantage of 1.6 m.p.g. in favour of the 3.9 to 1 ratio, but with both ratios 32 m.p.g. was obtained for some 75 miles of open road driving at 30 m.p.h. and without using the free-wheel; a performance which speaks well of the efficiency of the design with an engine capacity of 2.6 litres.

Compared with the performance obtained with the 4.3 to 1 final drive ratio, the car was about 3 m.p.h. faster in mean maximum speed with the 3.9 to 1 ratio and took an extra 1.7 sec to accelerate through the gears to 70 m.p.h., while figures for the standing quarter mile were all but identical for both gears. As would be expected, the acceleration from steady speeds in top gear showed an advantage to the 4.3 gear; for example, 30-50 m.p.h. in top gear took 10.1 seconds against 11.5 sec when the 3.9 to 1 ratio was fitted to the same car. However, this slight gain in acceleration can be offset at higher speeds, as it is possible to accelerate from 40 to 60 m.p.h. in third gear with the 3.9 to 1 axle, whereas on the higher ratio the engine would be over-revving in third gear before 60 m.p.h. was reached.

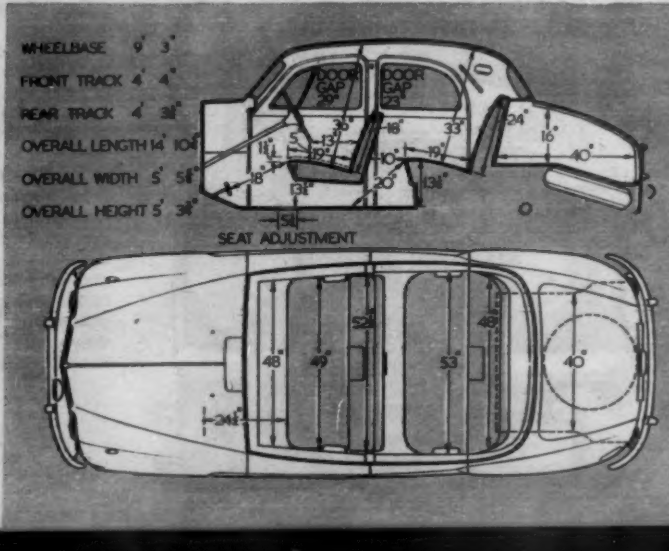
The control for the free-wheel is a knob below the facia, which is rotated clockwise to bring the free-wheel into operation and vice versa to lock up the drive. It is necessary to make certain that the engine is pulling—so that the car is not free-wheeling—when the change from free to fixed position is made. The use of a free-wheel permits delightfully easy clutchless gear changing, and even a measure of pre-selection of gears, and also emphasizes the impression of gliding that is created by this quiet-running car.

The suspension, independent at the front by coil springs and with variable rate leaf springs at the rear, provides a very comfortable and well-controlled ride regardless of vehicle loading. Over all types of road surface, including some of the worst winter driving conditions, during a long-distance Continental journey which formed part of the testing on the 3.9 to 1 ratio, the 90 displayed particularly good roadholding qualities as well as giving the occupants a very comfortable ride.

Steering Virtues

The car feels very stable and has a satisfactory degree of understeer. Further, this characteristic does not noticeably change, no matter whether the car is driven solo or well laden. At first sight it might be thought that the 3¼ turns of the wheel required from lock to lock would be rather excessive for a car of this type, but owing to the arrangement of the steering gear box, which has a variable ratio, this is not apparent, and in fact the car steers very well. The steering is light and has good self-centring action; it enables the driver to detect changes in road surface conditions, but it does not transmit road shocks back to the hands.

The hydraulically operated brakes are powerful and they provide progressive retardation from all speeds, only a moderate pedal pressure being required for normal check braking. The hand brake lever control is also effective; it is located on the right of the one-piece seat in a position where



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

it does not obstruct the floor space yet is convenient to operate. No brake fade was experienced in normal road driving, although some fade did occur under the severe and exceptional conditions of performance testing.

As well as being smooth and quiet mechanically, the Rover is also quiet as regards wind noise, although some wind noise can be noticed around the area of the front quarter lights when the car is driven fast. There is no noticeable body boom and the occupants are well insulated from body noise set up by road surfaces. Auxiliaries such as the windscreen wiper motor and heater fan are also quiet.

The driving position is particularly good, and the Rover is one of the few cars in which a height adjustment is provided—this can be operated without affecting the fore and aft adjustment of the seat. It is also possible to adjust the height of the front or the rear of the seat independently, thereby altering the rake of the cushion and the backrest angle; the total extent of height adjustment is 1½in. During the test the seat height was in the mid-position, and with it adjusted in this way the car proved to be very comfortable for a variety of drivers, the additional adjustment being available up or down to cater for the needs of the very short or very tall driver. The seat is extremely well upholstered and gives good support. It is provided with a very useful central armrest of the type which gives desirable transverse location and prevents the driver and front passenger from sliding about if the car is cornered quickly, but at the same time it does not get in the way of the driver's left arm—an essential point.

All-round visibility is very good and the windscreen pillars do not cause a disturbing obstruction. The rear view mirror is small, so it does not mask a large area of the windscreen, but it is well placed and gives an effective range. From the driving seat it is not possible to see the opposite

PERFORMANCE (4.3 to 1 final drive ratio)

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.3 to 1	5.92 to 1	8.79 to 1	14.51 to 1
10—30 ..	9.0	6.7	5.1	—
20—40 ..	9.2	7.2	—	—
30—50 ..	10.1	8.2	—	—
40—60 ..	12.0	—	—	—
50—70 ..	15.7	—	—	—

From rest through gears to:

M.P.H.	sec
30	5.0
50	12.7
60	19.6
70	29.0

Standing quarter mile, 21.4 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	80.9	130.2
	(best)	84.0	135.2
3rd ..	.. ..	52—59	84—95
2nd ..	.. ..	32—38	51—61
1st ..	.. ..	16—20	26—32

TRACTIVE RESISTANCE: 27.5 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	231	1 in 9.7
Third ..	300	1 in 7.4
Second ..	425	1 in 5.2

BRAKES:

Efficiency	Pedal Pressure (lb)
50 per cent	50
65 per cent	70
85 per cent	110

FUEL CONSUMPTION:
20.7 m.p.g. overall for 193 miles. (13.7 litres per 100 km.).
Approximate normal range 20-24 m.p.g. (14.1-11.8 litres per 100 km).
Fuel, First grade.

WEATHER: Fine, dry surface; slight wind.
Air temperature 36 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of September 25, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	85.5
True speed:	7	17	27.5	37.5	47.5	58	67.5	78	84

PERFORMANCE (3.9 to 1 final drive ratio)

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	3.9 to 1	5.36 to 1	7.98 to 1	13.15 to 1
10—30 ..	10.4	7.5	5.5	—
20—40 ..	10.4	8.2	6.1	—
30—50 ..	11.5	9.0	—	—
40—60 ..	13.6	11.3	—	—
50—70	16.8	—	—	—

From rest through gears to:

M.P.H.	sec
30	5.4
50	13.3
60	19.8
70	30.7

Standing quarter mile, 21.6 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	83.5	134.4
	(best)	90.0	144.8
3rd ..	.. ..	58—68	93—109
2nd ..	.. ..	34—42	55—68
1st ..	.. ..	16—25	26—40

TRACTIVE RESISTANCE: 31.3 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	203	1 in 11
Third ..	283	1 in 7.8
Second ..	398	1 in 5.5

FUEL CONSUMPTION:

22.3 m.p.g. overall for 215 miles. (12.6 litres per 100 km).

Approximate normal range 20-26 m.p.g. (14.1-10.9 litres per 100 km).

Fuel, First grade.

WEATHER: Fine, dry surface; slight wind.
Air temperature 41 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of September 25, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer: ..	10	20	30	40	50	60	70	80	90	94
True speed:	12	20	29	37	47	57	66	76	86	90

DATA

PRICE (basic), with saloon body, £915.
British purchase tax, £382 7s 6d.
Total (in Great Britain), £1,297 7s 6d.
Extras: Heater fitted as standard.

ENGINE: Capacity: 2,638 c.c. (161 cu in).
Number of Cylinders: 6.
Bore and stroke: 73.025 × 105 mm (2.875 × 4.134in).
Valve gear: Overhead inlet; side exhaust.
Compression ratio: 6.73 to 1.
B.H.P.: 90 at 4,500 r.p.m. (B.H.P. per ton laden 56).
Torque: 130 lb ft at 1,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 18.0 (4.3 to 1 ratio); 19.8 (3.9 to 1 ratio).

WEIGHT: (with 5 gals fuel), 28½ cwt (3,196 lb).
Weight distribution (per cent): F, 53.7; R, 46.3.
Laden as tested: 32 cwt (3,590 lb).
Lb per c.c. (laden): 1.36.

BRAKES: Type: F, Two-leading shoe; R, Leading and trailing shoe.
Method of operation: F, Hydraulic; R, Hydraulic.
Drum dimensions: F, 11in diameter; 2¼in wide. R, 11in diameter; 2¼in wide.
Lining area: F, 92 sq in. R, 89 sq in. (113 sq in per ton laden).

TYRES: 6.00—15in.
Pressures (lb per sq in): F, 28; R, 24 (normal).

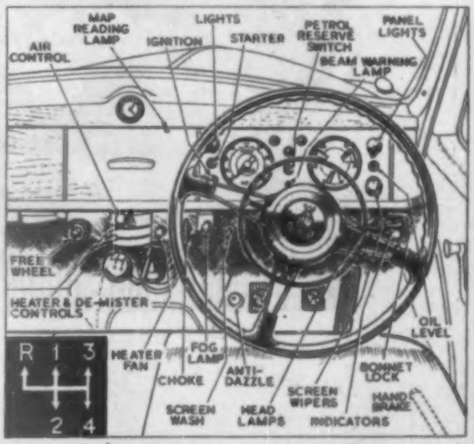
TANK CAPACITY: 11½ Imperial gallons (including 1½ gallons reserve).
Oil sump, 15 pints.
Cooling system, 21 pints.

TURNING CIRCLE: 37ft 0in (L and R).
Steering wheel turns (lock to lock): 3¾.

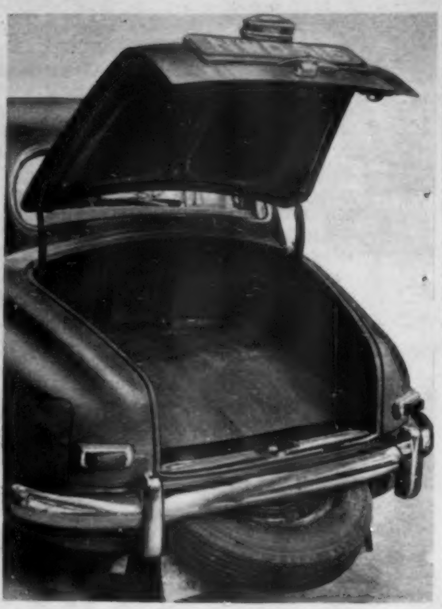
DIMENSIONS: Wheelbase: 9ft 3in.
Track: F, 4ft 4in; R, 4ft 3½in.
Length (overall); 14ft 10½in.
Height: 5ft 3¾in.
Width: 5ft 5⅝in.
Ground clearance: 7in.
Frontal area: 22.6 sq ft (approximately).

ELECTRICAL SYSTEM: 12 volt; 51 ampère-hour battery.
Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, Independent; coil springs and links. Anti-roll bar. Rear, variable rate half-elliptic springs.



ROAD TEST . . continued



The luggage locker is well proportioned and free from projections. It is automatically illuminated at night by means of a light built into the locker lid. The floor of the compartment is covered with rubber. A separate lower compartment contains the spare wheel; its cover is released by a catch inside the main locker. When the luggage locker is locked both the spare wheel and fuel filler can be under lock and key.

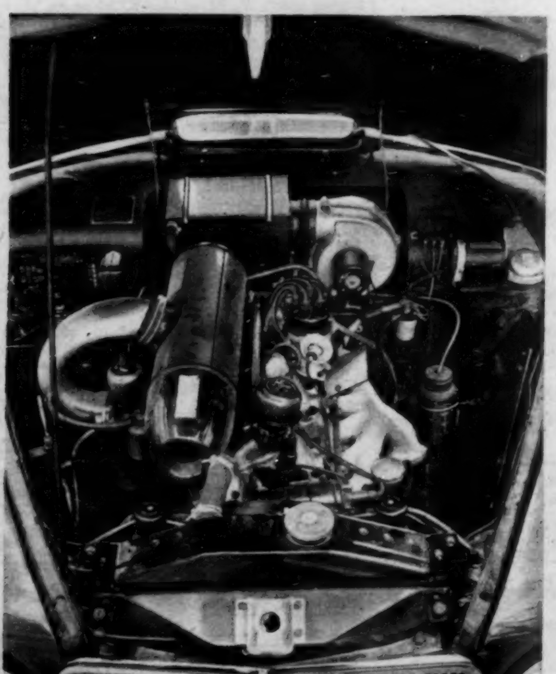
side front wing, but it is just possible for a fairly tall driver to see the left side light on the top of the wing pressing. The nearer side lamp is reassuringly visible for check purposes at night. Self-parking windscreen wipers are fitted; they are powerful, and the blade travel overlaps at the centre, thus providing a single clear area. With the seat in the middle position of height adjustment it would be useful for a tall driver if the wipers extended a little further towards the top of the glass, but this disadvantage is partially offset if the seat is lowered.

Instruments and Minor Controls

The main instruments are grouped in front of the driver, comprising the speedometer with total and trip mileage recorders on the left and a single unit combining a fuel gauge, water temperature gauge and ammeter on the right, while the clock is placed in the centre of the facia rail, where it can be seen by the passengers. The instrument lighting is very good and there is an effective rheostat control that enables it to be dimmed right down. Warning lights of different colours are provided for ignition, low oil pressure and main head light beam, while an additional warning light comes into operation if the choke is left out too long. The instruments do not cause reflections in the windscreen at night. A push button on the facia enables a quick check of the engine oil level to be recorded on the fuel gauge.

Other controls grouped around the instruments include the main lighting switch, those for the petrol reserve—an excellent and rare provision—and windscreen wipers, and panel light and ignition and starter switches. The choke and the heater fan switch are mounted centrally below the facia and to the right of the other heater controls, which consist of three levers, the upper one operating a fresh air intake scoop on the top of the scuttle, the middle one regulating the air to the demisting and defrosting ducts, while the lower lever varies the temperature. All minor controls are reached with exceptionally little need for reaching forward.

A forward-facing air cleaner and silencer is placed on top of the engine and a duct from this connects with the single S.U. carburettor of the 90. The ignition distributor is placed high up towards the rear of the engine, where it is well protected and accessible. The oil filler is seen in front of the exhaust manifold. The heater unit is mounted centrally behind the engine, and to the left of the exhaust manifold is the fluid reservoir for the screen wash.



Both front and rear doors are of proportions that make it easy to get in and out. Like the front seat, the rear seat is also comfortable and well proportioned and satisfactory headroom and legroom are provided. There are two lockers in the facia. The one on the left side is spacious and is fitted with a lock; the centre one is smaller and this compartment is used to house the radio unit if fitted. When either of the front doors is opened a light placed underneath the facia rail illuminates the front compartment and controls, or is useful for map reading. At the rear two interior lights are fitted and one of them is operated when the respective door is opened or can be switched on from inside the car by a switch placed on each centre pillar; an over-riding switch is also provided for the front interior light.

Unusual Equipment

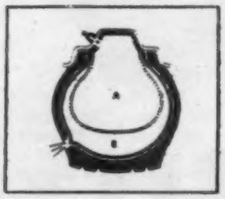
Lever switches for the head lamps and direction indicators are placed on the right of the steering column, and a conventional foot-operated dip switch is used. It is extremely convenient to have the head lamps controlled from the steering column, especially in town driving. The 90 has a foot-operated positive-action windscreen washer, the control for which is on the toe-board underneath the carpet. Small tools are carried under the facia, in a tray lined with moulded rubber.

The head lamps are powerful and give a useful spread of light in the dipped position. It would be even better if the main beam provided a longer range for fast night driving. The horns are powerful and have a pleasing note. They are operated by a small diameter horn ring which does not obstruct the driver's view of the instruments or involve unintentional operation. One of the advantages of the Rover 90 from the owner-driver's viewpoint is the almost complete abolition of routine chassis lubrication, as there are only four grease nipples (on the propeller shafts) which require attention at intervals of 3,000 miles. A starting handle is provided and is stowed in the engine compartment. A reversing light operates in conjunction with the gear lever.

The Rover 90 is a quality car in a class by itself, possibly unique in what it gives, all told, at its price. It is dimensionally compact, comfortable to ride in, has a good performance and a satisfactory fuel consumption, and is a particularly satisfying car to drive.

He's just had a tyre burst

—but they're safe on Lifeguards

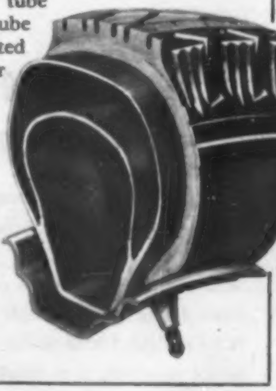


Now, today, you can be completely safe from tyre burst dangers. How? By fitting Lifeguards — the Safety Tubes by Goodyear that in 18 years and millions of motoring miles *have never been known to fail.* If a tyre bursts you can bring your car to a smooth, safe, controlled stop. No lurch, no " snatch ", no alarming swerve across the road.

Far outlast ordinary tubes

Lifeguard Safety Tubes are as easy to repair as ordinary tubes, outlast them for wear — and outwear three or more sets of tyres. Here's real economy for you . . . plus safety to life — value which no one can measure. Call in today at your tyre supplier — Lifeguards are available for most popular tyre sizes.

The tube-within-a-tube



The principle is simple. The Lifeguard consists of a tough two-ply fabric tube built inside the normal tube The two tubes are connected by a special two-way air valve. Should the outer tube burst, the reserve of air in the inner chamber escapes slowly through the two-way valve . . . the inner tube takes the sudden impact, releases its air slowly. A burst is made as harmless as a slow leak !

LIFEGUARD

Safety tube by **GOODYEAR**

YOU CAN'T BEAT ESSO EXTRA

VELOCITY STUDY SECTION
GONE TO LUNCH
SILENCE
CHIEF OCTANEGENARIAN DO NOT TEASE
TIGERS BLOOD
XXXX ESSENCE OF ELEPHANT
RED PEPPER
SUGAR
TNT
DDT
ABC
QUICK SAND
FORMULA

ALL OVER THE WORLD they're trying...

...technicians, magicians, technologists, astrologists, chemists, alchemists, romancers and necromancers—all trying to match Esso Extra's unmatchable quality. Scientists with hundreds of retorts can't find the reply to Esso Extra's world-wide supremacy. And now, with N.S.O. Esso Extra is not only the fastest, quick-starting petrol on earth, it is kinder to engines and keeps valves and pistons cleaner—much longer.

***N.B.** N.S.O. is guaranteed not to build up deposits on sparking plugs or to corrode valve and exhaust systems.*

ESSO EXTRA

WITH

N·S·O

(ESSO PATENT)

The finest Petrol in the World

NEW CARS DESCRIBED

And Now A STANDARD TEN

948 c.c. Engine in the Eight-size Body

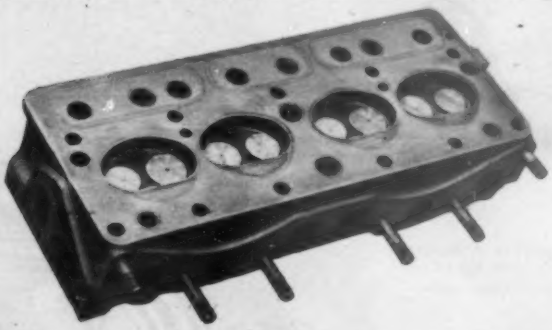
LAST autumn the Standard Motor Company re-entered the small car field with a new Eight (powered by an 803 c.c. engine) after a gap of five years in small car production, as the previous Standard Eight—which had a 1,009 c.c. power unit—was discontinued in July, 1948. A further new model is now introduced, called the Ten; a car of almost 1-litre capacity having an engine of 948 c.c. Both the Eight and Ten models are similar as regards general features and a large number of basic components are common to both cars. In view of the similarity between the mechanical components of the two cars, the features common to both will be only briefly described, as a full description of the Eight appeared in the September 18, 1953, issue of *The Autocar*.

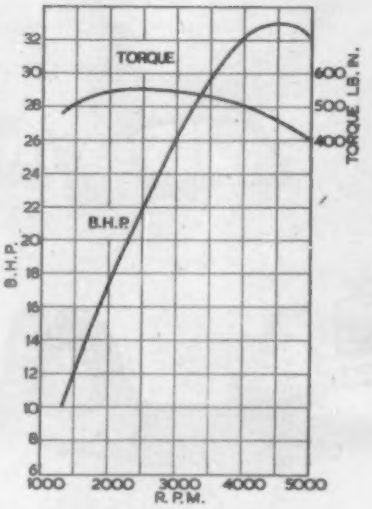
The main difference between the two models, apart from the change in engine size, is that the Eight is built as a basic car completely free from frills whilst the Ten is a fully trimmed and equipped model.

The engines for both cars are similar, each having a stroke of 76 mm; the increase in capacity is obtained by increasing the bore size in the chrome-iron block and crankcase from 58 mm to 63 mm diameter, crankshaft assembly components being identical. The engine is an example of orthodox modern design; the crankshaft is supported by three main bearings and has balance weights on each side of the centre journal, and on the insides of the front and rear journals. The I-section connecting rods are split at an angle so that the big-ends can pass up through the cylinder bores, and the pistons are attached by means of fully floating gudgeon pins held in place by circlips. The side camshaft is located fairly high up on the left-hand side of the cylinder block and is driven by a single chain, the valves being operated by inverted piston-type tappets, push rods and rockers.

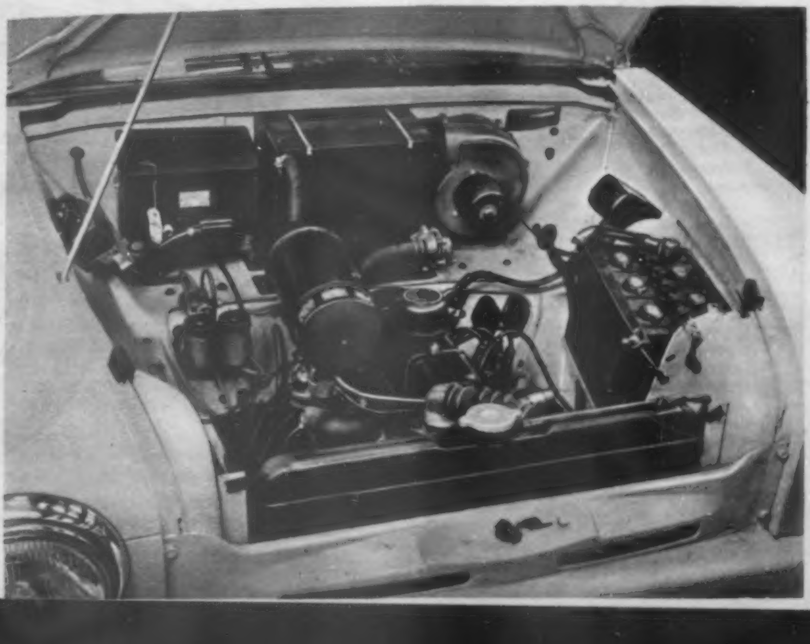
So much for the general features. What modifications have been made to obtain the extra 7 b.h.p. without increasing the peak r.p.m. of 4,500? In conjunction with the increase in cylinder bore diameter a new cylinder head is used with modified combustion chambers, porting and valves. For the Eight, the inlet and exhaust valves are $\frac{15}{16}$in and $\frac{7}{8}$in in diameter respectively; for the Ten the sizes are $1\frac{1}{16}$in and $\frac{15}{16}$in, the porting having been modified accordingly. This has reduced the gas speeds at the exhaust valve throat from 256ft per sec to 221ft per sec, while the figures for the inlet valve show little change and are 221ft and 225ft per sec for the Eight and Ten respectively. All gas speeds are quoted for an engine speed of 4,000 r.p.m.

The combustion chamber shape has been altered; it was previously of the inverted "bath tub" type and provided a "squish" area on both sides of the piston.

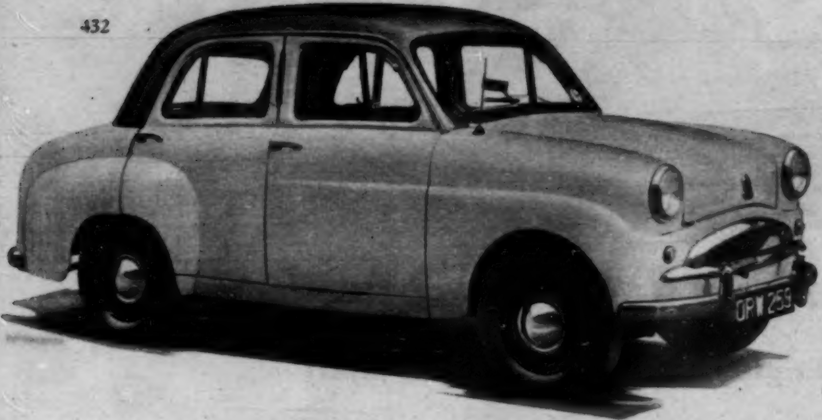




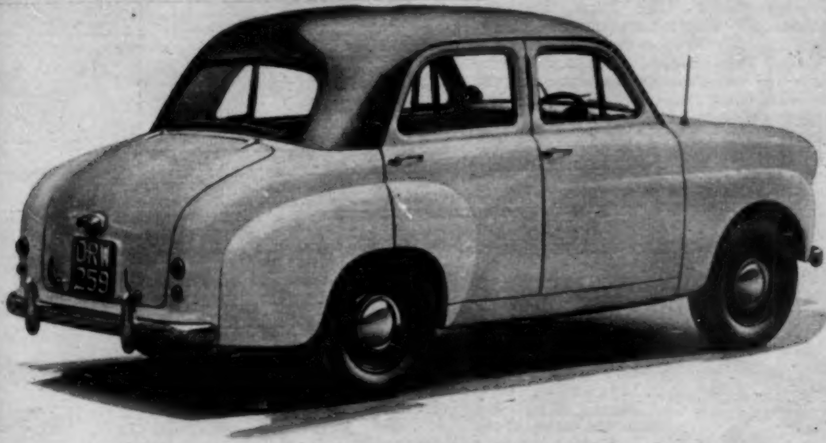
Compared with the Standard Eight, the Ten has modified combustion chambers and larger valves. Right: B.h.p. and torque curves of the enlarged engine.



The under-bonnet layout of the Ten fitted with radio and a heater unit, which are optional extras. The engine compartment is well laid out and all the essential items are readily accessible. The battery is mounted in the left-hand wing valance, and the reservoirs for the hydraulically operated brake and clutch mechanisms can be seen in front of the radio unit.



The new Standard Ten looks well with two-tone treatment. It can be readily distinguished from the Eight by its plated radiator grille.



The rear-opening luggage locker has external hinges at the top and twin handles at the bottom, one of which is provided with a lock. Opening quarter lights and drop windows are fitted in all four doors. The rear window is of large area.

STANDARD TEN . . . . . . continued

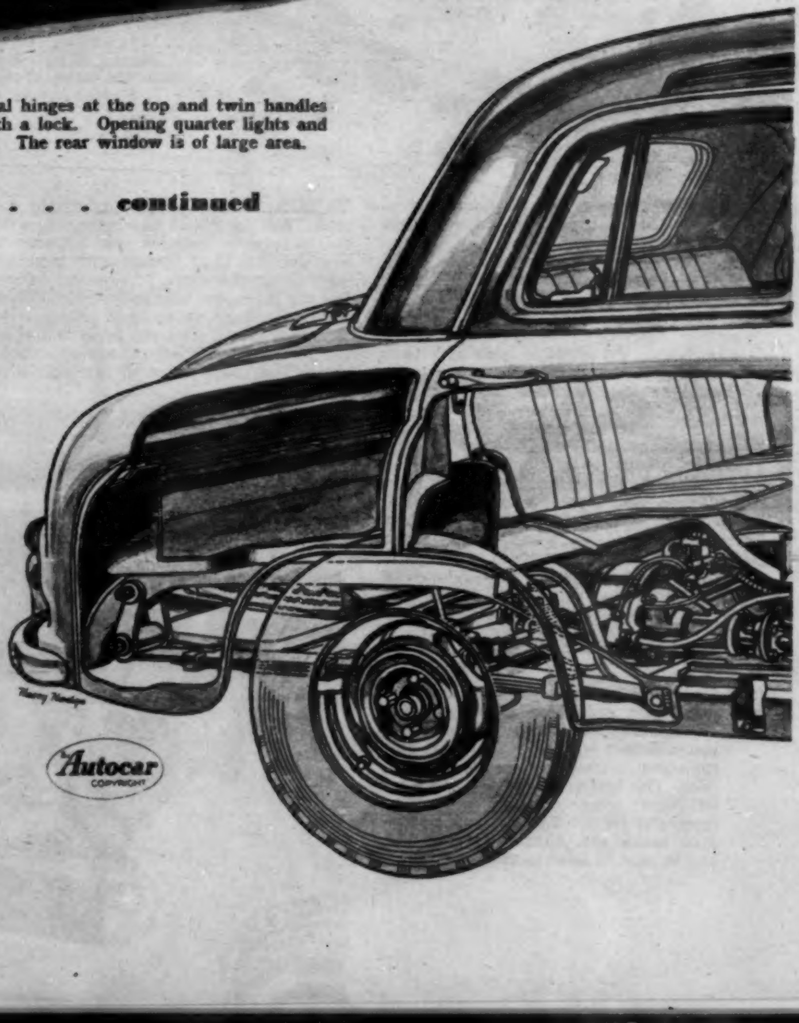
This has now been modified by cutting away the head on the sparking plug side so that it no longer overlaps the piston, a single squish area being formed by the overlap of the cylinder head opposite the sparking plugs. The combustion chambers are, in fact, very similar in shape to those used in the Standard Vanguard engine. To suit the new engine a Solex carburettor, No. 26 ZIS, is used and to this is attached a new air cleaner, larger than that fitted on the Eight; the inlet manifold has a shorter riser pipe. Similar sparking plugs are used for both engines, but the ignition distributor advance curves are different.

The drive is transmitted via an hydraulically operated dry single-plate clutch, and although this is dimensionally similar to that used on the Eight, to cope with the increased engine output a Mintex M19 lining is used, which has a higher coefficient of friction than that of the standard lining. Other transmission modifications include a higher geared rear axle, 4.55 to 1 compared with 4.875 to 1 for the Eight. All other mechanical components remain the same with the exception of the front spring dampers, which now have a somewhat stiffer setting.

Many body modifications have been made and it is in this respect that the differences between the two models become apparent. At a glance the most noticeable external differences are a plated radiator grille at the front and a flap-opening luggage locker. Closer investigation reveals that instead of the sliding windows of the Eight, drop windows and opening ventilator panels are provided in both front and rear doors. The interior is also fully trimmed and useful pockets are provided in the front doors, which also have push-button locks, a feature that has required the use of a modified central pillar.

The front seats have Dunlopillo cushions and spring case back rests. Besides modification of the type of seat, alterations have been made to improve the driving position. The front seats have been lowered by an inch, a step which improves the head room, and the steering wheel has been extended back an inch so that there is more clearance for the driver's legs. At the rear, both cushion and back rest have spring cases. The upholstery is trimmed in Vynide. It will be remembered that in the Eight the rear seats are of special construction in order to provide access from inside the car to the luggage locker. This arrangement is no longer necessary with an opening luggage locker, although it is perhaps desirable if bulky objects have to be carried.

During a brief run in a pre-production version of this new model the car behaved very well and displayed a lively perform-



ance. Compared with the "basic" Standard Eight, the Ten provides a vehicle that will more fully satisfy the requirements of a car-proud motorist who requires a convenient and compact, economical car, but one that nevertheless has plenty of room for four persons and luggage.

The basic price is £409 with Vynide trim and a single colour, plus British purchase tax £171 10s 10d; total £580 10s 10d.

SPECIFICATION

Engine.—4 cyl, 63 × 76 mm (948 c.c.). Compression ratio 7.0 to 1. 33 b.h.p. at 4,500 r.p.m. Maximum torque 45.8 lb ft at 2,500 r.p.m. Three-bearing crankshaft. Modified "bath-tub" combustion chambers. Side camshaft with push rods and overhead rockers.

Clutch.—Borg and Beck 6¼in diameter dry single plate; hydraulically operated.

Gear Box.—Four speeds and reverse; synchromesh on top, third and second gears. Overall ratios: top 4.55, third 6.62, second 11.2, first and reverse 19.45 to 1.

Final Drive.—Hypoid bevel 4.55 to 1 (9:41). Two-pinion differential.

Suspension.—Front: independent by coil springs and half-trailing wishbones; telescopic dampers. Rear: half-elliptic leaf springs and piston-type dampers. Suspension rate at the wheel: front, 70.8 lb per in; rear, 100 lb per in. Static deflection, front 6.85in; rear 5.2in.

Brakes.—Girling two-leading shoe front; leading and trailing rear. Drum diameter

(Continued in column three)

Door interiors are trimmed and pockets are provided in the front doors.

7in. Drum width 1½in. Total lining area, 68 sq in (34 sq in front).

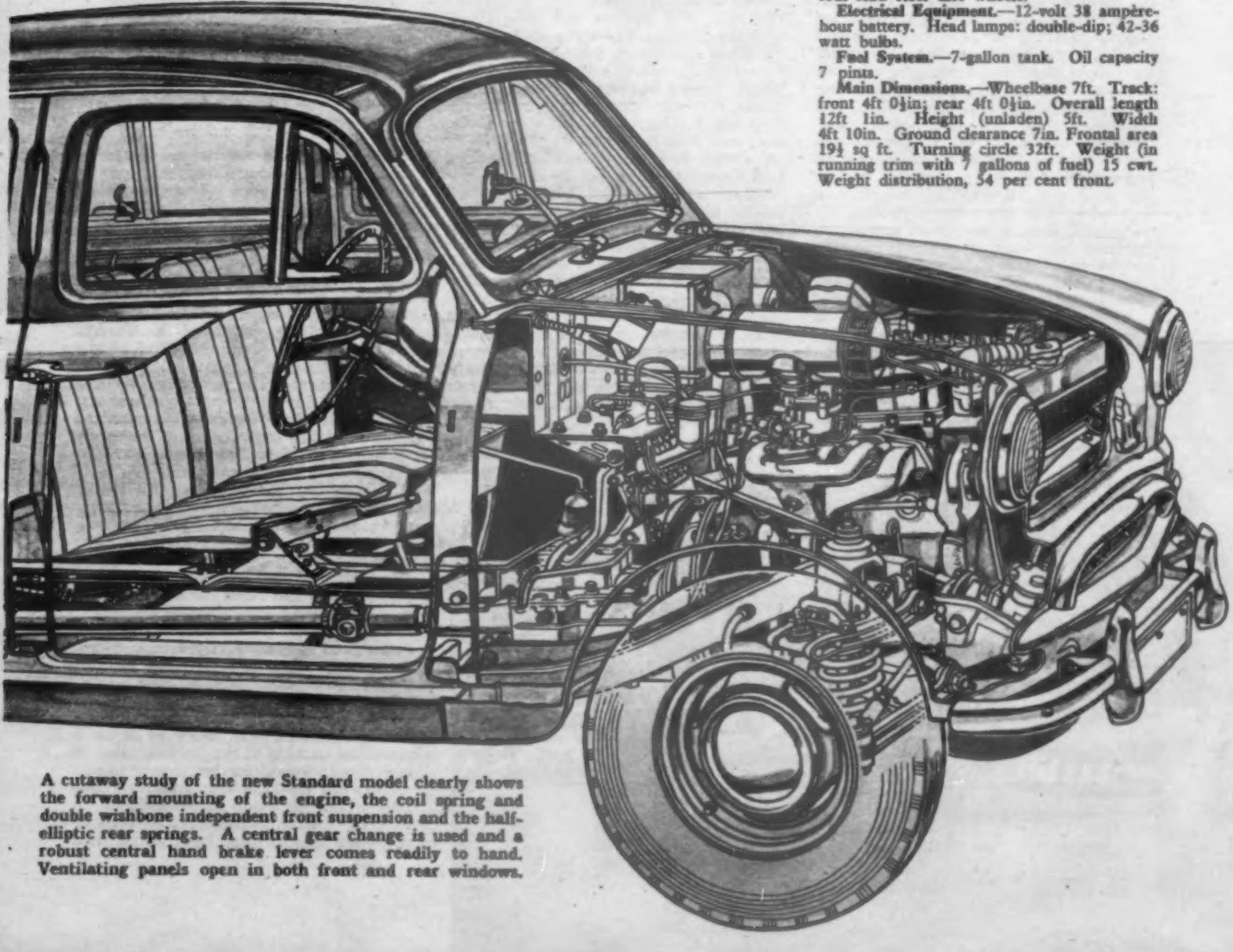
Steering.—High efficiency gear and three-piece track rod.

Wheels and Tyres.—5.60-13in on 4.00-13in four-stud steel disc wheels.

Electrical Equipment.—12-volt 38 ampère-hour battery. Head lamps: double-dip; 42-36 watt bulbs.

Fuel System.—7-gallon tank. Oil capacity 7 pints.

Main Dimensions.—Wheelbase 7ft. Track: front 4ft 0½in; rear 4ft 0½in. Overall length 12ft 1in. Height (unladen) 5ft. Width 4ft 10in. Ground clearance 7in. Frontal area 19½ sq ft. Turning circle 32ft. Weight (in running trim with 7 gallons of fuel) 15 cwt. Weight distribution, 54 per cent front.



A cutaway study of the new Standard model clearly shows the forward mounting of the engine, the coil spring and double wishbone independent front suspension and the half-elliptic rear springs. A central gear change is used and a robust central hand brake lever comes readily to hand. Ventilating panels open in both front and rear windows.

DRAMA AND ILL-FORTUNE MARK SEBRING'S THIRD GREAT SPORTS CAR RACE

Success and failure : Peter Collins went well in the Aston Martin in the early stages (left), but looks very disgruntled as he examines the faulty brake which caused his retirement later (below).

HECTIC

THE local wit who described the third Sebring International Grand Prix of Endurance as "Taruffic" hit the hubcap squarely on the ears. For, in the dramatic sense, it certainly was a terrific twelve hours of racing—not only because more changes of fortune occurred during that hectic period than during any memorable space of American sports car racing, but also because Piero Taruffi was involved in an exhausting and futile struggle against inertia. For there is nothing quite so dismally dead as a dead racing car, and the Lancia handled by Taruffi and Manzon lay down and died on the back straight when leading the entire race. Adding bitter disappointment to frustration for the Lancia team, the machine quit during that dark and tense eleventh hour when pit crews are eagerly chalking off the final laps and keeping their fingers crossed to ward off the jinx of last moment disaster. Robert Manzon was at the wheel when the Lancia's engine seized up, and it was rumoured that the large dent later observed in the car's hindquarters was more likely to have been caused by an angry boot than by a haybale; but be that as it may, Manzon stalked off in a fury while Taruffi patiently pushed the car about a mile to get it across the finishing line—only to have it disqualified for an obvious infraction of the rules, since a finisher, however limp, is required to cross the line under its own power.

America's sports car "Le Mans"—as it can justly be called—was notable this year for the terrific toll on machines and for the fact that virtually all the favourites failed to last the disance. Of 60 starters who lined-up to scamper across the track at the drop of the flag at 10 a.m. on March 7, only 25 were still running as the maroon and fireworks went off at 10 p.m. to mark the end of the race. And of those 25, several sounded pretty unhappy, as, for example, the silver-blue Austin-Healey driven by Lance Macklin and George Huntoon, which was running on three cylinders, and yet still managed to win its class and finish third overall on distance.

Of the four red Lancias, only one survived to take second place—and that, curiously enough, was definitely the long-shot of the team, being driven by Valenzano and sportsman Porfirio Rubirosa, Dominican diplomat who recently married Barbara Hutton. Of the three sleek, metallic green Aston Martins, not one lived through; while neither of the much-fancied new 4.5 Ferraris (Bill Spear and Phil Hill, Phil Walters and John Fitch) went the distance. The three all-American Excalibur sports cars, designed by Brooks Stevens and powered with much-modified Willys F-head engines, did little better. Alone, one car—that driven by George Feld and R. Gary—was still there at the end; and that had only its top gear fit for duty. Fate also struck at the lone C4R Cunningham driven by Briggs Cunningham and Sherwood Johnston, which retired at 102 laps after surviving two minor but disruptive fires. The car had run well initially, keeping around fifth station for some 31 laps, dropping down to 11th place when the fire occurred on lap 40, then slowly regaining position until it lay sixth. At this stage, a cylinder head gasket let go so completely that water ran out of the exhaust pipe.

Now for some general race commentary. For the first 49 laps, the three fastest Lancias (Fangio and Castellotti; Ascari and Villoresi; Taruffi and Manzon) dominated the proceedings, thundering round in close and very impressive formation at tremendous speed and several times changing places. Ascari, as usual, was masterly, lapping the 5.2-mile circuit at a record average of 89 m.p.h.; but this formidable machine dropped out in the sixth hour, after having led for at least 30 of the first 40 laps. The first Lancia casualty was the Fangio-Castellotti machine, which did not survive the 50th lap; but on the other hand the Taruffi-Manzon car led from the 42nd to the 159th lap, when the engine seized as earlier related. The masterly precision with which these three cars bit deep into the corners, dropping down through the gears in almost perfect unison, was truly something to behold, while their acceleration was quite remarkable.

Meanwhile, the Lancia driven by Rubirosa proceeded at a considerably slower pace, holding 13th overall position, making a pit stop on the 11th lap, then gradually working its way up until it stood seventh on lap 103 (during the eighth hour) and from there went on to capture second place.

Very dramatic and determined was Bill Spear's bid to break up the Lancia triumvirate with his immensely fast red 4.5 Ferrari, just landed from Europe. Running 11th on the first lap, he had moved up to seventh by lap 3 and was fourth a couple of laps later, when he began a relentless stalking of the leaders. For 19 laps, Spear waited for his chance to slip in between the tight-knit group of Lancias. Then he made it, passing No. 36 by dint of grim persistence, only to be re-passed on the 21st lap. From then

The class- and third place-winning Austin-Healey, with Lance Macklin at the wheel, rounds Redex Corner ahead of Gray's Oldsmobile-engined Allard, another class winner.

Read CAR LIFE

The winning Osca passes Dagavar's Jaguar XK120 on the outside of Redex Corner.

TWELVE HOURS

until the 44th lap, Spear held on to fourth place, but things were not going so well in the Ferrari's brake department. Finally, after a gallant battle, the Ferrari was forced out with rear axle trouble on the 58th lap in its fifth hour.

The similar Ferrari handled by Walters and Fitch made its bid a little earlier than Spear and succeeded a little sooner, but not for nearly as long a time. After playing tag in fourth place for a brief three laps, the car stopped for a complete change of plugs after being overtaken by both Cunningham and Spear. This trouble rectified, the machine really began to move up until it occupied second place behind the leading Lancia. Then, on the 103rd lap, after a pitched battle that had lasted into its eighth hour, the Ferrari came in with a big-end gone—and that was that.

No more fortunate was the Aston Martin team, the best of which (Collins and Griffith) briefly occupied fifth overall position behind Spear and was then forced to retire on the 24th lap, in its second hour of running, while holding seventh position. First of the trio to drop out was Reg Parnell, who withdrew two laps earlier, but not before he had passed Collins. The remaining machine, handled by an American crew (Charles Wallace and Carroll Shelby) offered promise for a long time. Moving up to fourth place behind the Lancias on the 45th lap, it stayed there for some 19 laps, then, as the brakes began to fail, slowly gave ground. Finally, on the 75th lap after six hours of game running, the car was pulled out *sans* any useful brakes.

Meanwhile, what of Bill Lloyd and Stirling Moss, the ultimate winners, who were busily driving Briggs Cunningham's cream 1½-litre Osca around? Unspectacular, regular as clockwork, quite fast (around 4 minutes per lap, give or take 3 or 4 seconds), the pair were reeling off the laps and the hours at an average of 75 to 77 m.p.h., excluding routine pit stops. Yet, outside of their pit crew and the scorers and timers, not many people had any idea they were gazing at the ultimate winners, both on distance and formula. After seven hours the Osca lay fifth; an hour later it was third, and by lap 132 the Moss-Lloyd duet eased into second place. This was at the ninth hour, when anything still could happen; and happen it did. On its 160th lap, virtually in the 12th hour, and with only eight laps to go before the flag, the little Osca slipped by the stalled Lancia and (with five whole laps in hand over the remaining Lancia), found itself in first place.

And so it was that a 1½-litre machine quietly scooped the most strenuous sports car event in America, at an average speed only 2.16 m.p.h. slower than that of the Fitch and Walters Cunningham last year, scoring a triple win with class honours, greatest distance covered and first on formula. This victory, which incidentally made a fitting full-scale début for Stirling Moss in the U.S., also headed an almost monotonous string of wins for Osca in this event, in which they scored a hat-trick in the 1½-litre class and also won the 1,100 c.c. class.

Since the Sebring event was highlighted by disappointments and unexpected failures, it is interesting, perhaps, to contemplate what befell other entrants of whom much was expected. Probably Sebring's unluckiest entrant is Erwin Goldschmidt whose potent Allard once again failed to finish. This year the cause apparently was a burned piston after the machine had shown much promise in practice and some considerable verve in the actual race—if only for the briefest time. Then again, neither of the two Maseratis in the 2-litre class finished, even though they seemed unbeatable on a performance basis. Alike as two peas, these machines (painted a bright red with contrasting white wheels) dominated their contingent while they lasted and appeared quite fast. The works entry driven by Luigi Musso and Gatta led its class for 18 laps, but went out in the 34th time around with no brakes. The other (McKnought and Eager) then took over the class and lasted until the 69th lap, when, after some five hours of motoring, it, too, lost its brakes and called it a day.

The Kieft-M.G.s, of which there was a brace, showed up well but, like the Porsches, were hopelessly outclassed by the Oscas, which had it all their own way. Incidentally, another dark horse of which there were expectations, but which did not fulfil them, was the 2.9 yellow and red Ferrari driven by Harry Schell and the Marquis de Portago. This fast machine was actually in fifth place by the 16th lap, but that proved to be the peak of its effort, and on the 24th time around it was seen no more. The little 'uns—notably the Bandini and the PBC, both powered by 750 c.c. Crosley engines—were plagued with rear axle trouble which eliminated them. In this connection, Phil Stiles of the Cunningham company, who co-drove the PBC (Palm Beach Crosley) of George Schrafft, did a truly phenomenal job deserving of honourable mention if not of a trophy. Unaided and toiling for a couple of hours, Stiles replaced a stripped crown wheel and pinion and locomoted back to the pits under his own power. Schrafft then took over the car, found it ran sweetly, pushed too hard and stripped the second assembly.

This is Sebring's third year on the International calendar and the second year in which the event has counted for championship points. The 5.2-mile course was the same as last year, involving some 13 turns and bends with at least 14 gear changes per lap. JOHN BENTLEY.

RESULTS (race duration 12 hours, lap distance 5.2 miles).

Classification on distance covered:

1. Osca 1,452 (Moss and Lloyd), 168 laps (873.6 miles), 72.8 m.p.h.
2. Lancia 3,300 (Valenzano and Rubirosa), 163 laps.
3. Austin-Healey 2,660 (Macklin and Huntoon), 163 laps.

4. Osca 1,453 (Simpson and Colby), 165; 5, Osca 1,342 (Linton and Beck), 161; 6, Kieft-Bristol 1,996 (Carpenter and Van Driel), 158; 7, Siata 1,996 (Cicurel and Pauley), 155; 8, Osca 1,092 (Makins and Bott), 152; 9, Jaguar 3,442 (Kaplan and Boss), 151; 10, Porsche 1,488 (Segura and Bojanich), 144.

Classification on handicap: 1, Osca 1,452 (Moss and Lloyd), figure of merit 1.235; 2, Osca 1,342 (Linton and Beck), 1.201; 3, Osca 1,453 (Simpson and Colby), 1.198; 4, Osca 1,092 (Makins and Bott), 1.174; 5, Austin-Healey 2,660 (Macklin and Huntoon), 1.125; 6, Kieft-Bristol 1,996 (Carpenter and Van Driel), 1.122; 7, Siata 1,996 (Cicurel and Pauley), 1.101; 8, Lancia 3,300 (Valenzano and Rubirosa), 1.100; 9, D.B. 745 (Heavlin and Davis), 1.075; 10, Porsche 1,488 (Segura and Bojanich), 1.056.

Class Winners: 501 to 750 c.c.: D.B. 745 (Heavlin and Davis); **751 to 1,100:** Osca 1,089 (Makins and Bott); **1,101 to 1,500:** Osca 1,452 (Moss and Lloyd); **1,501 to 2,000:** Kieft-Bristol 1,996 (Carpenter and Van Driel); **2,001 to 3,000:** Austin-Healey 2,660 (Macklin and Huntoon); **3,001 to 5,000:** Lancia 3,300 (Valenzano and Rubirosa); **Over 5,000:** Olds-Allard 5,062 (Gray and Hall).

Special Awards: Donald Healey Trophy (highest placed British car with American drivers): Kieft-Bristol (Carpenter and Van Driel). **Auto Age Magazine Trophy (best performance on handicap):** Osca (Moss and Lloyd). **Dunlop Gold Cup for Sportsmanship (tough luck award):** Aston Martin team. **Tom Cole Trophy (best performance in 1,101 to 1,500 c.c. class):** Osca (Moss and Lloyd). **K.L.G.-Nisonger Trophy (for entrant of car with best performance on handicap):** Briggs Cunningham. **Car Life Plaque (best performance by a production sports car):** Osca.

Two tired but happy men : Bill Lloyd (left) and Stirling Moss, complete with tangerine garlands, trophies and champagne after their victory.

NEW CARS DESCRIBED

NASH METRO

BRITISH - BUILT SMALL CAR OF AMERICAN AND CANADIAN

UNUSUAL interest attaches to the Nash Metropolitan for two reasons. The first is that it can be described as a British-built American car because it is produced in the Longbridge works of the Austin Motor Co., Ltd. for the Nash-Kelvinator Corporation, which designed it. Secondly, while it is a small car by British standards, it is the smallest car of American design to be produced in quantity. As stated in *The Autocar* of March 19, when the specification was outlined, it will not be sold in Europe and is intended specifically for the American and Canadian markets. Its price will be 1,445 dollars, equivalent to £516, for the saloon, and 1,469 dollars (£524) for the convertible.

It is officially described as a two-three-seater, two-door saloon, but it is also available as a convertible which is, in fact, exactly the same as the saloon except that the "hard top" is replaced by a folding hood. Actually, it might better be described as an occasional three-seater because, while the main seat is of bench type with a divided back rest, it is hardly wide enough—48in—to take three adults in comfort. There is, however, a small rear seat which might accommodate one not too bulky adult in case of necessity, but which should be quite comfortable for two children.

Family Member

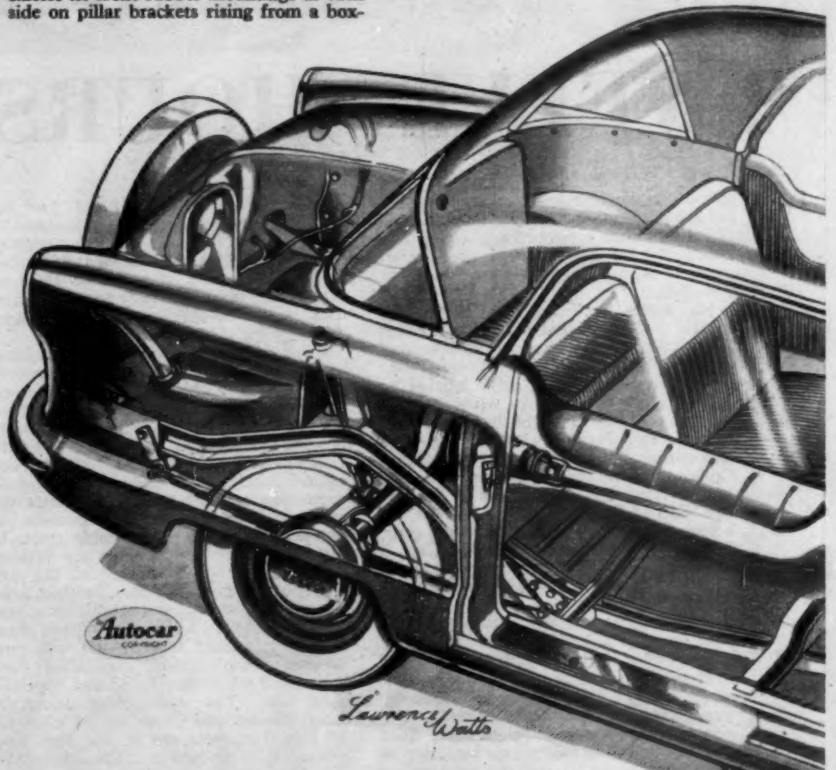
In appearance the Metropolitan is decidedly attractive, and bears a family resemblance to larger Nash models. Its styling suggests a blend of American and Italian ideas, for its frontal treatment, straight-through wings, low bonnet line and approximately oval frontal opening to admit the cooling air, also the wide but shallow air inlet which runs across the front of the scuttle to supply the heater, suggest Italian influence; the small wheels with large section tyres and the "hard-top" style of the head are typical of American practice, as also is the exposed position of the spare wheel at the rear of the car.

The body is of all-steel unit construction and is produced by Fisher and Ludlow. From its general design, with a wide and deep door on each side, it is obvious that considerable strength must be possessed by the floor structure. Such, indeed, is the case because, in addition to the box-section sills of the body shell, there is a box-section underframe which may almost be considered as replacing a conventional chassis frame.

There are two box-section longitudinal members which are considerably bowed out between the front and rear wheel arches. These are of "top-hat" section placed on its side, and the open side of the section is filled in by a plate spot-welded to it. These members are welded to the floor pressing, which is itself dished to give clearance to the transmission line and to increase its rigidity, and additional longitudinal members of inverted top-hat section are welded to the floor and also to the main longitudinals, the bowed centre portion of which they bridge. In addition, a strong box-section cross member runs between the front attachment points of the rear springs. Further stiffening of the structure is afforded by the front and rear wheel arches and by the scuttle pressing, which is ribbed for additional rigidity. Reinforcing members are also welded between the scuttle pressing and the tops of the front wheel arches, against which bear the upper ends of the coil springs of the front suspension.

The method of assembly is as follows. The engine, clutch and gear box unit, the propeller-shaft and the rear axle with its half-elliptic springs are located on jigs on the assembly line and the body shell is lowered over them. The engine already carries its front rubber mountings at each side on pillar brackets rising from a box-section cross member which bolts into the body shell. Similarly, the rear rubber mounting of the power unit beneath the extension from the gear box includes also another cross member of box section which bolts into the body shell amidships. These two bolted-in cross members also stiffen the structure as well as supporting the power unit. The ends of the half-elliptic rear springs are received in brackets welded to the bottom of the body shell.

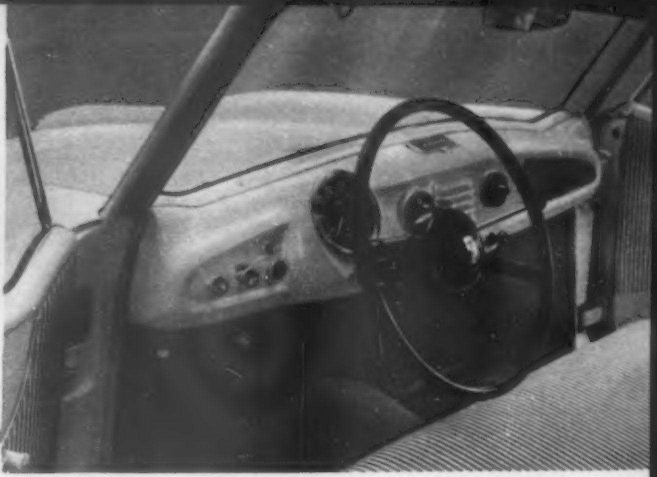
The tail of the body forms a luggage locker, but as it has no opening panel it also provides considerable rigidity to the rear end. Luggage is loaded into the tail from the interior after hinging forward the back rest of the rear seat, which is provided with a lock and key. The back rest may be left in the open position,



This new Anglo-American product follows conventional practice, having a four-cylinder engine, three-speed gear box and open propeller-shaft transmission. Front suspension is independent, by coil springs and wishbones, controlled by large telescopic dampers, also used at the rear. In line with a current American fashion, the spare wheel is externally mounted, thus increasing the luggage space.

POLITAN

DESIGN FOR THE AMERICAN MARKETS



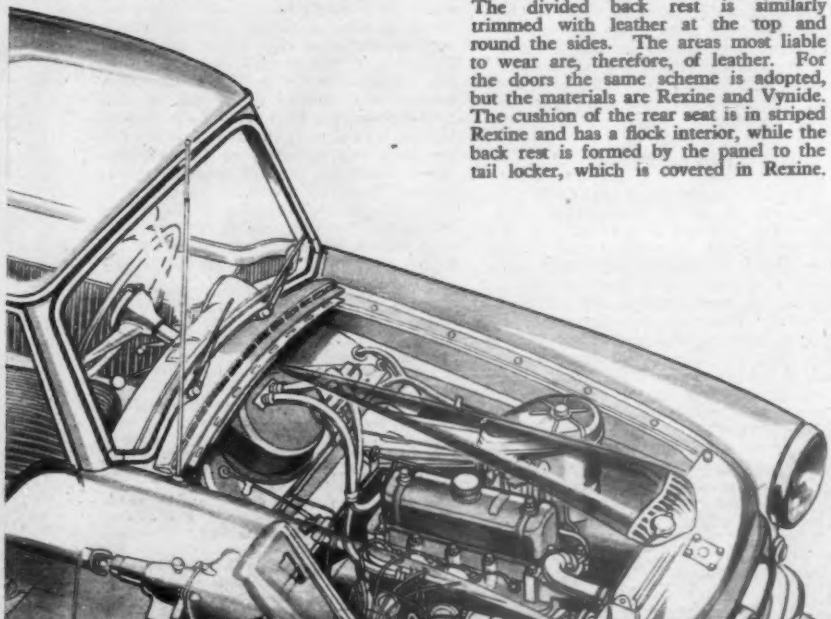
The neat facia carries a single dial for the 85 m.p.h. speedometer and fuel gauge. Controls and switches are conveniently located. The gear lever projects from the facia to the right of the steering column.

lying flat on the floor, if it is desired to carry more luggage than can be accommodated in the locker. There is thus considerable luggage space if the car is used purely as a two-seater. At the back of the locker there is a strong bracket between the floor and the rear panel to carry the spare wheel. The spare wheel mounting is provided with a lock, the key of which is interchangeable with that for the lock of the hinged back rest.

The wide doors are carried at their front edge on concealed hinges and have push-button exterior handles with concealed fixings. Interior handles are of remote control rotary type. The left-hand door may be locked from the inside, while the right-hand door has a locking outside handle, the key of which is interchangeable with the ignition key. The door glasses are metal framed, have winding regulators, and may be lowered flush with the door top. Hinged at its rear edge to the scuttle panel, the bonnet top is supported in the open position by a pivoted rod. The bonnet catch is not operated from the interior of the car but by a lever concealed inside the front grille opening; a safety catch is also provided.

Laminated plate glass is used for the windscreen, which is a single fixed panel, but door glasses and rear window are of toughened glass. The large rear window extends round the rear corner of the roof and is in three sections. Excellent visibility is afforded both ahead and astern. The dual-bladed Lucas screenwiper clears an arc of 140 degrees.

The interior is strikingly trimmed. The front seat cushion is covered in striped nylon cloth and the surround is of leather. The divided back rest is similarly trimmed with leather at the top and round the sides. The areas most liable to wear are, therefore, of leather. For the doors the same scheme is adopted, but the materials are Rexine and Vynide. The cushion of the rear seat is in striped Rexine and has a flock interior, while the back rest is formed by the panel to the tail locker, which is covered in Rexine.



The head lining is in printed cotton and the floor is covered with rubber which has a felt backing. The waterproof cover of the spare wheel is in Vynide.

A steel pressing forming part of the body construction, the facia panel has an open glove box on the right-hand side, and in front of the driver, on the left, are a large combined 0-85 m.p.h. speedometer and fuel gauge, with warning lights for oil circulation, ignition and main beam of the head lamps. On the extreme left are the choke, heater and screenwiper controls, while in the centre below the two radio controls are the starter control, ignition and lighting switch, and cigar lighter. On the top screen rail are mounted two sun vizors and the rear view mirror.

A standard A.40 engine is used, the only modification being that no by-pass oil filter is fitted and reliance is placed upon the gauze strainer in the sump. This is, of course, a departure from British practice, but present thought in the U.S. is that a separate oil filter is no longer necessary. The radiator is pressurized to 4lb per sq in, the capacity of the cooling system being 14.5 U.S. pints, and a two-bladed fan is fitted. The water is circulated by a centrifugal pump, belt driven in tandem with the dynamo. The Zenith down-draught carburettor carries a large AC oil bath air cleaner, to which the vent pipe from the valve rocker cover is connected. The fuel tank is carried beneath the luggage locker and has a capacity of 11 U.S. gallons, one gallon being unrecorded by the fuel gauge so that the driver has that amount in reserve when the gauge shows empty.

Three Speeds Only

Clutch and gear box are also the A.40 unit, but the gear box has been modified to provide only three forward speeds. First gear is given by what are normally the second gear pinions of the Austin box. There is, however, no synchromesh action on this gear, but only on second and top, first and reverse being engaged by dog clutches. This modification has considerably simplified the gear change mechanism, which has two operating rods running parallel with the steering column, one operating the first and reverse selector and the other the selector for second and top. The gear lever projects from the facia panel so that it lies below the steering wheel conveniently to the driver's right hand.

From the gear box power is transmitted by an open propeller-shaft with Hardy Spicer needle roller-bearing universal joints. This shaft is similar to that of the A.40, but is of a different length. The sliding sleeve is supported by a plain bearing in the gear box rear cover and on the splines of the third motion shaft, both being lubricated from the gear box.

NASH METROPOLITAN continued

The hood of the Metropolitan convertible folds away neatly and the rear seat can be covered. A weatherproof cover is provided for the exposed spare wheel.

The three-quarter floating rear axle is that of the A.30 with only minor modifications to receive the lower ends of the Girling 1in double-acting telescopic dampers. It has a banjo-type case and hypoid crown wheel and pinion; the latter is carried in pre-loaded taper bearings. The ratio of the final drive is 4.625 to 1, and the capacity of the casing is two U.S. pints. The dampers project upwards into the rear locker at an angle into casings built into the side of the rear wheel arches, the tops of the casings forming the anchorage for the tops of the dampers. Underslung half-elliptic springs form the rear suspension, have a slight reverse camber, and are shackled at their front ends. The shackles and the Silentbloc rubber bushes are evidence of American design, for they are larger than would normally be used in this country on a car of this size and weight.

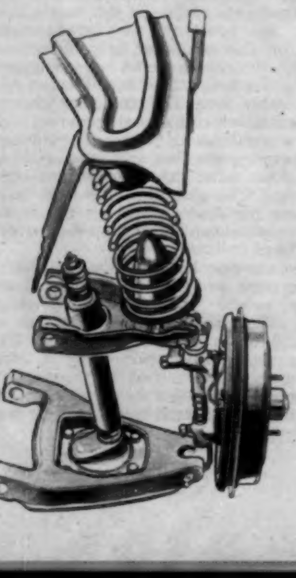
For the independent front suspension the lower wishbones and the hub assembly are Austin A.30 units, but the upper wishbone links are pressings of Nash design, these being necessitated by the suspension layout, which has the coil springs located between the top link and an abutment built into the wheel arches and reinforced by the bracket extending from the scuttle. The wishbones are mounted on rubber bushes which have shoulders to take thrust loads.

The brakes are Girling hydraulic with 8in × 1¼in drums for both front and rear wheels. The front brakes have two-leading shoes and the rear brakes have a leading and trailing shoe. The total frictional area provided is 77 sq in. A pistol-grip hand brake lever is mounted on the floor under the facia for operation by the driver's left hand, and it operates mechanically on the rear wheel shoes; it does not obstruct the floor in front of the driver, or the door, and is, therefore, placed rather far forward in terms of maximum driving convenience.

Pressed steel disc wheels with slots for ventilation appear somewhat small by British standards, for they are of only 13in diameter and carry 5.20in Goodyear E.L.P. tyres, the recommended pressures for which are 24 lb per sq in at the front and 22 lb at the rear. White wall tyres are an optional extra. Jacking is by a Smiths jack operated by the wheel brace, the jack fitting into sockets at the sides so that one side of the car is lifted at a time. Large chromium-plated nave plates are fitted and carry the Nash name.

Cam gear steering has a ratio of 13.5 to 1 and requires 2¾ turns of the 17in diameter wheel to pass from lock to lock. The wheel has two spokes and a central horn button carrying the Nash heraldic design. The steering rods have ball joints with hardened bearing surfaces and rubber oil seals.

Coil springs of the wishbone i.f.s. are unusually mounted between the top wishbone and the body structure; the damper occupies the more normal spring position.



Lighting Lay-out

Electrical equipment is of 12-volt type with a battery of 51 ampère-hour capacity. The positive is earthed and the lighting system provides head lamps with double-filament sealed beam units, which at present are of American manufacture. A foot-operated dip switch is provided. There are also directional and parking lamps at the front, twin built-in stop, tail, and directional lamps in the ends of the rear wings, a registration plate illumination lamp on the centre of the spare wheel mounting, a courtesy light under the facia and a panel light.

Twin wind-tone horns are fitted in the oval frontal aperture and are partly concealed by the chromium-plated pressing which runs across it and carries the Nash motif at its centre.

Equipment is complete and includes both interior heater and radio. The Smiths 2kw heater is of circular type, mounted centrally on the scuttle pressing, and it is controlled by the heater knob on the facia panel. This knob pulls out to regulate the flow of water from the radiator to the heater, and when turned it acts as a switch to regulate the speed of the fan motor between 1,100 and 3,000 r.p.m. The heater also feeds two demister slots behind the windscreen. A refinement is the Ranco thermostatic control of the heater, which maintains the temperature at that selected by the driver as most comfortable. The operation of the control is as follows: the thermostatic bellows controls a water valve which is balanced to maintain a constant flow regardless of pressure changes, the valve opening or closing as the air temperature falls or rises.

The wireless set is of Pye manufacture, having five valves and a frequency range of 550 to 1,600 kilocycles per sec. There are two controls, one being a combined on-off switch, volume and tone control, and the other a tuning knob.

It is interesting that the Nash handles like an American car as well as being American in conception. Its power-weight ratio is sufficiently good to give it lively acceleration, but its springing is soft according to British ideas and its steering is almost devoid of self-centring action. The gear change is admirable in its lack of lost motion owed to the fact that the remote control lever protruding from the facia has so simple a linkage to the actual selectors.

As a two-seater the car is quite roomy and there is ample head room. It is produced in various colour schemes which may appear unusually bright under the dull skies of this country, but which one can visualize as being quite attractive beneath the bright skies and in the colourful surroundings of, say, California. Indeed, it is already reported that the car has been well received at its American début, which has been of no mean order, for more than 3,000 vehicles have already been shipped and displayed by Nash distributors. That its sponsors have faith in it is shown by their first order on the Austin Motor Company being for 20,000.

SPECIFICATION

Engine. — 4-cylinder, 65.48 × 89 mm (2.578 × 3.5in), 1,200 c.c. (73.17 cu in). Compression ratio 7.2 to 1. Overhead valves operated by push rods and rockers. Three-bearing crankshaft. 42 b.h.p. at 4,500 r.p.m. Maximum torque 58 lb ft at 2,400 r.p.m.

Transmission.—Dry single-plate clutch, 7¼in diameter. Three-speed gear box with synchromesh for second and top. Overall gear ratios: top 4.625, second 7.1, first 11.27, reverse 16.14 to 1. Open propeller-shaft to hypoid bevel final drive.

Suspension.—Independent front by wishbone links and coil springs. Half-elliptic rear springs. Double-acting telescopic hydraulic dampers.

Brakes.—Girling 1in hydraulic, with two-leading shoes at front. Drum diameter 8in, width 1¼in. Total lining area 77 sq in.

Steering.—Cam and roller, 13.5 to 1 ratio. 17in diameter two-spoked wheel.

Wheels and Tyres.—Pressed steel disc with 5.20-13in E.L.P. tyres.

Electrical Equipment.—12-volt, 51 ampère-hour battery. Double filament sealed beam head lamps.

Fuel System.—11 U.S.-gallon tank, AC mechanical pump.

Main Dimensions.—Wheelbase 7ft 1in. Track 3ft 9¼in front; 3ft 8 11/16in rear. Overall length 12ft 5⅜in; width 5ft 1½in; height 4ft 8¼in. Weight with spare wheel, oil and water, less petrol, 16½ cwt.

Price.—For American market only. Saloon 1,445 dollars (£516); convertible 1,469 dollars (£524).

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In every way the Sapphire is worthy of its engine—built side by side with the famous Sapphire Jets which power the world's finest aircraft: the Gloster Javelin, the Hawker Hunter, the Vulcan, the Victor, and in the U.S.A., the B.57, the F.J.3 Fury, and the Republic Thunderstreak.

FOR HER

Each time you see the Sapphire, you admire the sweeping lines and gem-like perfection a little more. Each time you experience its air of authority and dignity you secretly hug yourself a little tighter.

But perhaps most of all you delight in the sheer luxury of the Sapphire's interior. Walnut panelling. Deep cushion seating. Deep pile carpets. An easy step in and out. Extra wide flat floor. Front seat adjustable at a finger touch. Clear all-round view.

And (if you ever get the chance) how pleasant to drive the Sapphire. Responsive, docile. As easy to handle as a car half its size and weight.

The amazing **ARMSTRONG SIDDELEY SAPPHIRE**

(single carburetter, synchro gears) £1,722 *(including purchase tax). Twin carburetter and pre-selectric gear box optional extras.*

MEMBER OF THE HAWKER SIDDELEY GROUP

Though Chesterton's drunkard may not have been directly responsible for the rolling English road, his influence can surely be seen in this one, to Elcombe, in the Cotswolds.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Parking Meters

How Can They Justify Inconvenient Parking?

[65509.]—I am horrified that this parking fee slot machine business should seem to be taken seriously by any thinking man. Frankly I thought it would be laughed out of existence. Is not the simple answer that if parking is dangerous or even merely very inconvenient to other users of the Queen's Highway then the payment of a few coppers cannot give anyone the right to be a menace. If it is not dangerous, nor inconvenient in any particular place, then the extraction of further indirect taxation from the poor motorist is quite unjustified. It seems to me as simple as that.

BRUCE W. GILLETT.

North Chailey, Sussex.

Dazzle

A Thames Valley Driver's Views

[65510.]—As a regular reader of *The Autocar*, a motorist and a driver employed by the bus company mentioned in both Disconnected Jottings and the Correspondence columns, might I ask my fellow readers not to shoot the driver—it might be me!

One of the company's rules is that we are not allowed—even if able—to interfere with the adjustment of the vehicle in any way.

I have noticed that when one climbs on the step at the front of the bus one is forced to hold on to the left-side head lamp to preserve one's balance; this, happening dozens of times in a day, must alter the setting of the lamp as a whole and, maybe, accounts for the bad focusing complained of.

To my mind the perfect lighting system has not yet been evolved and the new double-dipper which depends so much upon the original setting of the lamps, and upon whether the car is empty or loaded, is a menace. So, also, is the man who sets his fog lamp, usually an ex-W.D. searchlight, in the centre of his front bumper and lets it waggle where it may.

If our left-side reflectors dipped to the left when our right-side lamps went out I do not think there would be much cause for complaint.

P.S.V.T.V.

Newbury, Berkshire.

Sound Advice

[65511.]—Mr. Leslie Grayston [65461] has trouble at night with which I cannot help but sympathize. Indeed, I feel for all dazzled drivers who have not discovered the remedy which lies, not in banning lights of this or that description, but in themselves. I therefore venture to suggest how the remedy may be applied.

Anyone thus troubled should first expel all rancour from his mind; such an emotion uses more nervous energy than a good driver has to spare.

He must then learn by heart (and by trial and error), in daylight to start with, just what the left-side verge looks like when the car is four inches, 12 inches and 18 inches away from the verge. He must learn to distinguish between these distances. Next, learn the same at night, the point where dipped lights strike the verge being the point where the eye should focus.

Now comes the really difficult stage which requires considerable self-discipline. On the approach of head lamps, dipped or not, all temptation to look at them or near them must be sternly resisted. The driver must concentrate on the focus point of his own light on the verge, if necessary slowing to walking pace to do so. A split-second's glance at oncoming lights, "to

CORRESPONDENCE . . . . continued

see if they are dipped," or for any other reason, will result in instant insecurity.

It is not to be managed the first time, possibly not the hundred-and-first time either. But persisting will result in the ability mentally to "blank out" offensive lights within a reasonably short period.

When "eyes left" becomes the automatic reaction to light one finds the focus point becoming progressively in advance of the point where one's dipped beam strikes the side. By then, only the brightest, undipped beam will necessitate shortening the view to the original point.

Speed rises as confidence grows, the driver finding himself able to sense obstructions, if any, almost beyond approaching lights. Experience teaches one to use objects, such as rear lights of vehicles a good way ahead, as focusing points. One is then looking quite near approaching head lamps and still ignoring them, it being a help to half-close the eyelids, or, if necessary, to close completely the right eye for the short period of maximum intensity. If the roadside is bounded by a concrete kerb, the very lights that previously blinded one light up an unmistakable line by which to steer, particularly on a right-hand bend. In this case, a walker's feet, the lower rims of a cyclist's wheels, the odd brick and so on will show up in silhouette long before one's own dipped beam would light them.

Finally, at the approach of lights, look as far ahead as possible before they become irksome, before dipping yourself and shortening the view. Memory of a quarter-mile stretch of empty road creates confidence but bear in mind the possible undetected side road from which anything may emerge, a woman with a pram, for instance.

If this is too much trouble, stay home o' nights or you'll live in misery. D. K. Boyd.

Glasgow, C.4.

Vaseline-smeared Reflectors

[65512.]—May I be allowed to give a possible explanation to the dazzle of which both The Scribe and Mr. Dudley Thomas [65464] complain?

It has long been the practice of the drivers of commercial vehicles in the north to obtain a better spread of light by smearing the reflectors of their head lamps and fog lamps with Vaseline. This is illegal, and the police do stop suspected offenders. While on the subject of spread, I must agree with some of your correspondents that the lighting provided by some of the modern head lamps is deficient in both range and spread. Some units provide range but no spread and are, therefore, useless on twisty roads such as are encountered in hilly and mountainous regions; those that do provide a wide beam have no useful range and, therefore, cannot be used for fast driving. The solution lies in overloading the front of the car with spot and fog lamps. E. G. M. Hasbani.

Sutton, Surrey.

Long Forgotten

Further Old Names

[65513.]—No doubt there were thousands of other readers, apart from myself, who found Mr. W. Godley's letter "Long Forgotten" [65483] most interesting. I well remember all the makes he mentions, with the exception of Perry, but was under the impression that Storero was spelt without the final "o."

No doubt many readers could add to this list; Douglas, Palladium, Mercury, Bleriot Whippet and Delaunay-Belleville come to mind.

I well remember an occasion, as a small boy, when I was being driven down A5 in an Angus Sanderson—I believe it was in the summer of 1920. We were overtaken just south of Towcester by a car which was travelling at a speed which, for those days, was phenomenal on the road. A few miles farther on the same car was parked outside the Bull Hotel at Stony Stratford. The driver of the car in which I was travelling was then a well-known motor agent in Oxford, and we pulled up to examine the vehicle, which we found to be a Grand Prix Nazarro. I remember the drive was by chains, and the car possessed an enormous round petrol tank behind the front seats. Has any reader any information on this make—of which I have not seen an example since—or even on the actual car concerned, which—to the best of my recollection—bore unlimited trade plates with London registration letters? John H. Harris.

Abingdon-on-Thames, Berkshire.

The Cars of the 'Twenties

[65514.]—I was much interested in the letter from Mr. W. Godley [65483] in *The Autocar* of March 12, who recalled makes of cars of the early 'twenties discovered in some 1926 issues of *The Autocar*.

I like to recall makes of the past right back to the dawn of motoring, and the following I can think of as being sold in good numbers in the early nineteen twenties. All of them were British and all to be encountered on the road at the time, and advertised in *The Autocar* of that day: A.B.C., Albert, Beardmore, Bean, Cubitt, Crouch, Crossley, Clyno, Calthorpe, Calcott, Cluley, Demster, G.W.K., Hampton, Hands, Horstmann, Marseal, Palladium, Rhode, Seabrook, Waverley and Windsor.

These were the last years of such long-established makes as Star, Vulcan, Phœnix, Swift, Napier, Belsize, Argyll and Arrol-Johnston. G. A. Shaw.

Knaresborough, Yorkshire.

The "Remarkable Rhode"

[65515.]—Mr. W. Godley's letter [65483] tempts me to reminisce about the family open four-seater Rhode which was our introduction to motoring in 1927.

There was little to go wrong with the robust 10.8 b.h.p. overhead camshaft engine; lubrication was by splash and oil mist blown by vanes on the flywheel up a pipe at the rear of the engine, thence along a pipe above the camshaft from which oil dripped at appropriate places, and back to the sump down another pipe at the front. Dynamo and magneto were mounted on top of the engine and driven from the camshaft by helical gears; cooling was by a wide-area radiator and wide-diameter water hoses; there was a gravity-feed petrol tank. No rods, chains, belts, mechanical pumps or fan were included.

It had weaknesses. The engine, when hot, naturally exuded oil from sundry places. The quarter-elliptic springs were so hard that we completed a Whitsun holiday with one broken spring fastened together with a makeshift clamp and did not notice any difference in the ride. The rubber and fabric universal joint got whippy after a time, but could be replaced by a spare without difficulty.

My father was a complete novice with little interest in the car except as a vehicle to get from place to place, but it carried us for ten years on jaunts all over Britain with only two serious breakdowns—a piston and a rear hub.

I have not had the pleasure of seeing a "Remarkable Rhode" as a runner since before 1939. W. J. Clark.

Warrington, Lancashire.

Additives

Do They Show an Improved Consumption?

[65516.]—Mr. F. Eggleston's letter [65477] on petrol with or without additives makes interesting reading, in particular with regard to claims made by the suppliers. I have not yet had time to conduct consumption tests on petrol with additives, but the suppliers' claims for better mileage for their high-grade fuels are not always correct. Tests carried out with a 4½-litre Lagonda gave 11.2 m.p.g. on one brand of high-grade fuel, while the low-grade equivalent gave 12.98 m.p.g.—nearly 2 m.p.g. better than on the more expensive spirit.

Further trials with another Lagonda have given the following results:—B.P. Super, 18.17 m.p.g.; Regent TT, 17.93; National Benzole Mixture, 17.93; Shell, 17.32; Esso Extra, 16.77 and Power, 16.68. As far as the last two are concerned, though the cheaper fuel is a little worse in m.p.g., the large difference in cost more than covers the discrepancy.

All tests were carried out over exactly the same out-and-home journey daily, over a quantity of four gallons. I hope shortly to compare additives with the above. I am not interested in petrol experts telling me to adjust carburettors for their brands. In days when I bought petrol in red, green or buff cans no one suggested it, so why now? There isn't time. E. Bagnard.

Wallingford, Berkshire.

Reliability

An S.M.1500's Good Record

[65517.]—Recently my Singer S.M.1500 saloon passed the 50,000-mile mark, but that is not all.

The car has never failed to take me 20 miles per day to and from my office for over 4½ years and, in fact, has run nearly every day in that period as I have usually toured in my holidays—even as far as Switzerland. The car has never been in a garage for any repair or adjustment whatsoever. Oil consumption still approaches 2,000 m.p.g.; petrol consumption exceeds 31 m.p.g. (carefully checked over a 1,000-mile tour to Cornwall last year). The repair bill (excluding tyres and battery) is actually *less* than forty shillings. I haven't even had the head off!

ARE YOU A BLACK SEAT DRIVER?

You'd never dream of sitting in a dirty chair at home—so why do it every day in your car. Next time you get in your car, look at it as your passengers do.

Travel-weary upholstery and interior trimmings make the best of cars dull and drab. Take a tip from the motor showroom experts—use Valay, the non-inflammable, fume-free specialised car interior cleaner. It's the quickest, simplest job imaginable. Valay does more than clean the surface—it coaxes out deep-seated dirt from Leather, Leathercloth, Plastic, Cloth and Carpets, giving new freshness and brightness to upholstery, roof lining, doors and carpets.

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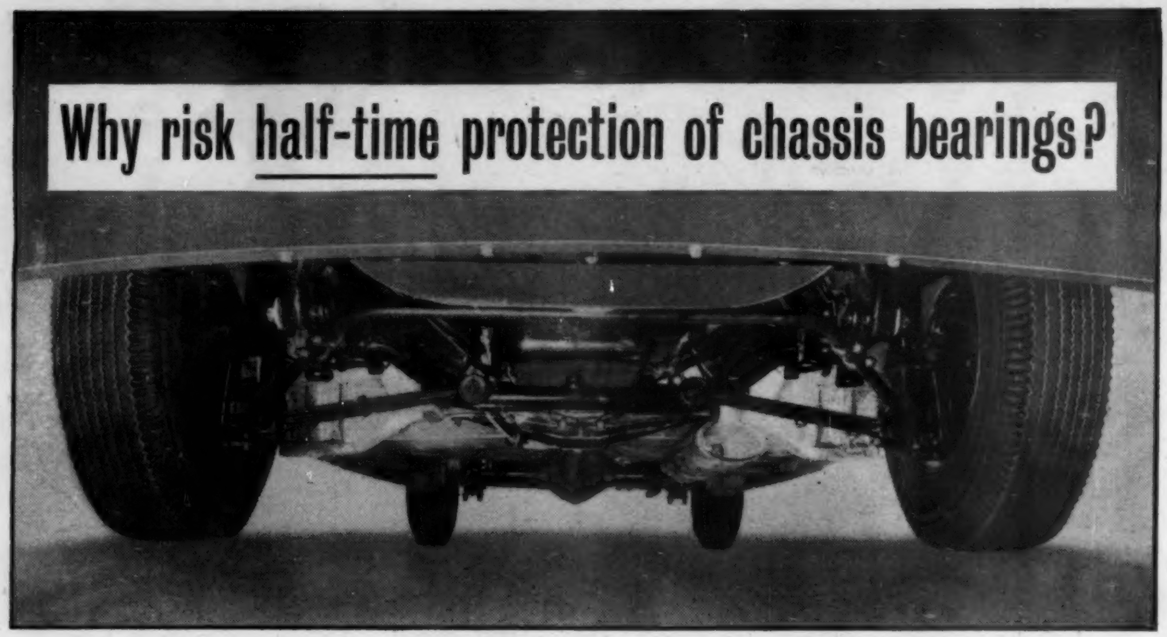
Why risk half-time protection of chassis bearings?



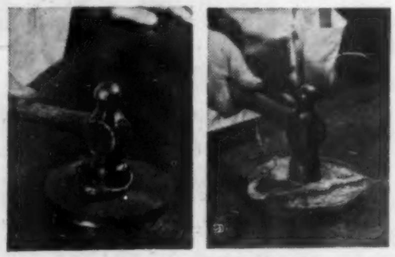
TESTS PROVE MARFAK WORLD'S MOST EFFECTIVE, FULL-TIME CHASSIS LUBRICANT

Is your car only getting *half-time* protection of vital chassis bearings? The answer's in these pictures — each a simple test to show how Marfak compares with ordinary chassis grease. Each test is typical of the normal treatment that a chassis receives from road shock and water splash.

Your margin of protection with Marfak is enormous! No other grease has its adhesive and cohesive qualities. Marfak clings to metal, stays stubbornly in bearings — forms a *protective collar* which seals itself in and seals out dirt, grit and water. Marfak lasts longer, stays on the job from one service to the next — that's why your car gets better chassis lubrication and surer, *full-time* protection. You'll *feel* the difference in riding comfort — and you'll *find* a difference in lower maintenance costs!

MARFAK Chassis Lubritection

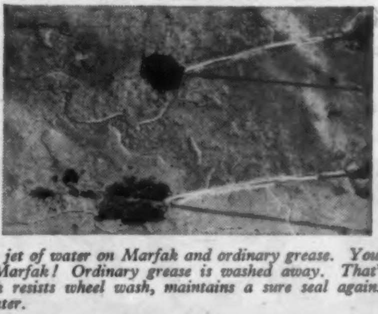
HAMMER TEST



Hit Marfak with a hammer. It stays put — doesn't splatter! No jar or jolt will squeeze Marfak out of vital bearings.

Try the same test on ordinary grease. Note how it flies in all directions. Repeated road shocks soon disperse ordinary grease—leaving bearings, shackles and linkage dry and unprotected.

WATER TEST



Turn a jet of water on Marfak and ordinary grease. You won't move Marfak! Ordinary grease is washed away. That's how Marfak resists wheel wash, maintains a sure seal against dirt and water.

GIVES YOUR CAR THAT 'CUSHIONY' FEELING

Ask for MARFAK at your Regent dealer

REGENT

CORRESPONDENCE . . . . continued

Admittedly, I do not usually drive at over 55 m.p.h. but are not the foregoing facts of more concern to the average motorist than the fact that a particular car has done well in the Monte Carlo Rally or travelled for a few seconds at over 120 m.p.h.? Is it not reliability over the years that counts most to the millions of average motorists? Maintenance is simple; I do it myself for economy reasons. I am not a mechanic in any sense of the word, but a bank cashier having to "count the pennies" in more ways than one.

I must add, of course, that I am in no way connected with the Singer company except as a satisfied customer.

Danbury Common, Essex. JOHN RAYMOND BROWN.

Power Race

Are the Moderns so Much Better?

[65518.]—It seems that many readers are interested in some of the excellent cars produced in the years between the wars, and particularly the high power and performance obtained in some cases. Their prowess does not appear greatly to be exceeded by some of the new power units at present developed by the leading manufacturers—now reaching into the 200 b.h.p. class. I recollect that, some 20 years ago, the Duesenberg (then advertised as "the most expensive car in the world") was announced, in *The Autocar*, as capable of 88 m.p.h. in second and 116 in top. I do not know the engine capacity or b.h.p. of this car, but I think several other production models then current must have had very high power outputs and have been capable of outstanding performance. For several years there were a 16-cylinder Packard and a 12-cylinder Lincoln.

The Stutz was another fine car with many "modern" refinements. Unless my memory is completely misleading me I feel sure that I rode in a Stutz, in about 1928, which had electrically operated window winding gear.

If space could be made available I think an occasional article, with data and particulars of *The Autocar* Road Test figures of some of these production cars of the fairly recent past, would be of very great interest. I imagine The Scribe must have many such disconnected recollections as my own!

Leeds, Yorkshire. A. L. PERKIN.

Service

A Family Friend

[65519.]—I am agreeably compelled to endorse Mr. R. S. G. Davies' remarks [65490] on the post-war Lea-Francis. My 14 h.p. estate car was delivered in the spring of 1951, and very quickly established itself as a family friend. It is the same pleasure to handle now as it was three years ago, and yet its life has been far from easy. Last summer, for example, we chased a new and more powerful Continental make across Belgium and France; any qualms that I felt beforehand, as far as keeping station was concerned, were soon dispelled. Although overladen with luggage and camping equipment, we still had the power to sneak up on the tail of our streamlined ally on every incline.

In three years' motoring, the reliability of the Lea-Francis has come to be taken for granted by my family. The two casualties have been the horns and the radiator thermometer. I may add that I have either owned or handled other post-war cars concurrently, none of which has demonstrated the same degree of reliability, economy, or honest workmanship.

I must add that I am in hardwood, not the motor trade.

TREVOR F. A. MACDOUGALL, M.A. (Oxon).

Shandon, Dunbartonshire.

Paris-London

Facts and Figures with a Mark VI Bentley

[65520.]—Your account of the fast run from London to Paris in a Bristol (March 12) called to mind a rapid journey which I made in the opposite direction last year.

Returning from a business trip, I left Paris on a Saturday morning after breakfast driving a "small-bore" Mark VI Bentley standard steel saloon, passing the Arc de Triomphe at 7.30 a.m. I crossed the Channel by the Le Touquet-Lympne air ferry and reached my house at Cobham at 1.5 p.m. for lunch. The total elapsed time was occupied as follows:—

Paris to Le Touquet (137.9 miles)		2 hours 43 minutes
At Le Touquet ..	22 minutes	
In the air	20 ”	
At Lympne	25 ”	1 ” 7 ”
Lympne to Cobham (77 miles) ..		1 ” 45 ”
		5 ” 35 ”

The distance from Lympne to Cobham is 10 miles longer than the direct road to London and progress across country was necessarily impeded by Saturday morning shopping traffic in Godstone, Redhill, Reigate, Dorking and other towns en route.

I see that my running time for the trip was 4 hours 28 minutes, but personally I consider that only the overall door-to-door times are of any practical importance. After all, it does not matter whether one stops for a meal, or a night's rest, the running time is the same.

Many friends fear for my sanity, but I really do enjoy long runs on my own, stopping only when the petrol tank needs replenishing, eating chocolate and sandwiches as necessary without stopping, and free from the whims and fancies of passengers as to windows, heat, radio, food, drink and suchlike. *A chacun son goût.*

In conclusion, I would like to endorse your remarks concerning the boon which the cross-Channel air ferry service has proved itself to be. It certainly does bring Continental destinations nearer to this country and enables one to gain, or save, a day at each end of a European journey. One more point which cannot be overlooked is that the common-sense use of overall length as a basis for charges now makes air transport as cheap as sea transport for cars with a wheel at each corner. For instance, my 1928 4½-litre Bentley, with a wheelbase of 10ft 10in and an overall length of 14ft 6in, costs £12 10s each way by the cheapest sea route, the same by air at weekends and 25s less by air in the middle of the week. It looks as if Citroen owners and the like will become air-minded and that cross-Channel boats will have to depend on cars with long overhang fore and aft—until their operators discard the senseless system of charging on wheelbase. STANLEY SEDGWICK.

Cobham, Surrey.

Going Foreign

An Informative Article

[65521.]—May I be spared space to thank Michael Brown for his article "On Going Foreign" (*The Autocar*, March 12). I thought it so much more interesting and informative than the majority on the subject and hope others may be persuaded to write in similar vein. I, too, in common with the author, have been "bored by articles telling the reader where to go and what to do." He certainly has a "trick or two," to quote again, "in the telling." Thank you. T. R. ARTHURE.

St. Mary Cray, Kent.

Fuel Economy

Continental Small Cars are Superior

[65522.]—It appears that British car manufacturers are lagging behind in the field of economy.

It is interesting to note from the "Data and Performance Figures" published with your article "Road Tests of 1953" that, of twelve cars tested between 1,000 c.c. and 1,500 c.c., not one British car in this class can be relied on to give a petrol consumption of above 30 m.p.g.; whilst of the four Continental cars tested, three showed consumption figures of considerably better than 30 m.p.g. as the lower figure in the range. Only one Continental car showed less than 30 m.p.g. and this was a rather special sports coupé capable of 87 m.p.h.; even this car had a better average consumption figure than most of the British models.

Is it not time that British manufacturers produced some light, economical, high performance cars to compete with these excellent Continental machines in overseas markets and to lighten petrol bills at home? K. W. GARRARD.

Taunton, Somerset.

Insurance Abroad

The Importance of a Good Company

[65523.]—Our recent experience may be of help to those who intend to spend a holiday abroad with their car.

A French visitor touring this country, whom we will call "A," was involved in an accident when a car driven by "B" in an attempt to overtake another car just before a bad bend in the road, collided with "A" who was on his correct side. "B" admitted his fault and this was supported by police evidence.

The car was collected and work was started at once. "B's" insurance company was contacted and their engineers received our estimate and examined the damage to "A's" car. The work was completed and "A's" car returned to him in France through the Automobile Association, who signed the satisfaction note on his behalf after examination by one of their engineers

CORRESPONDENCE . . . . continued

When, however, our acount was sent to "B's" insurance company they disclaimed liability as we had not received authority to proceed with the work in writing.

How, then, were we to get settlement of our account? We wrote to the Automobile Association and asked for help. This was forthcoming and we have now received our payment.

The moral of this story is that, when travelling abroad, make sure that your insurance company is a good one and that they have contacts in the country you visit. Also see that you are associated with one of the motoring organizations such as the Automobile Association who will look after your interests.

We may add that we are not in any way connected with the Automobile Association but had it not been for their assistance and contacts in France we should have had a good deal of trouble in getting our account settled and "A" would have been without his car for a long time. F. SANDERS.
Worcester. F. Sanders and Son, Automobile Engineers.

1904 Speedwell

Information and Components Required

[65524.]—Having just taken over a Speedwell car which is reputed to be 1904 we should be interested to hear whether any of your correspondents can give any information regarding the engine and the original missing accessories. The engine is described as a Richardson four-cylinder in the registration book, but is probably a French Aster. It is a four-cylinder in-line unit with outside timing wheels and 3in bore. The body is a four-seater dog cart with rear entrance, and the only alteration from its original specification as far as we can trace is that it has been fitted with a modern carburettor, coil, distributor and water pump.

We shall be very interested to know if anyone has these original parts, and as the car was, at a later date, fitted with brackets for a Stepney wheel for 26 by 3in tyres we should also be grateful to anyone who knows where we are likely to find such a wheel. H. D. CLARK, M.I.M.I.,
Teddington, Middlesex. Teddington Engineering Co., Ltd.

(Readers') Service

Satisfied Customer

[65525.]—Thank you very much for your very prompt reply to my request for help in gathering material for an article on the Singer automobile. Eight days from request to receipt of material sets a very high standard of service—especially at this distance (I live 200 miles north-west of New York City).

This land of the efficiency expert (and the ulcer) seldom duplicates your efforts on my behalf even at much shorter range.
Onconta, New York, U.S.A. MURRAY REARDON.

Abrasive

Care Necessary in Wiping the Windscreen

[65526.]—Through the medium of *The Autocar* I would like to appeal to garage proprietors to try to restrain their well-meaning attendants from wiping muddy windscreens with a dry cloth. This scratches the glass and in time, and in certain conditions of light, can reduce driving visibility considerably. Of course, only a wet wash leather should be used or, at the worst, a moistened cloth. R. S. SCHREIBER.
Woodbridge, Suffolk.

Collector

In Search of Contacts

[65527.]—I should like to correspond with other car enthusiasts in England, the United States and Canada, in order to exchange catalogues and folders on cars. C. METTING VAN RIJN.
The Hague, Holland.
[Letters will be forwarded.—ED.]

Au Secours

French and Russian Publications Required

[65528.]—For ten to fifteen years, using every known librarian and journalistic channel as well as trade associations I have tried to locate an Anglo-Russian paper which numerous experts are convinced never existed. They retire shattered when I produce an original letter of 1899 from the editor of this paper *Samokat*, St. Petersburg. It was printed in Russian and English, so his notehead clearly states.

I now seek the millionth person who knows where copies exist and can be photo-copied. At the moment I have put this one up to the Russian Embassy.

A second paper I have sought for over 12 years is *Le Bulletin Automobile*, 1930-1931. There is no argument about *this*. I read it in the Coventry library (later blitzed). Nobody can find these, and here again it will be the millionth man who can put a finger on a copy, or a series of articles on the defunct French makers from 1900 to 1930. I know which issues they are in, if only I can locate a club or individual holding them.
Eskdale, Cumberland. JOHN POLLITT.

Odense

Exists in Imagination Only

[65529.]—The ferry port of Nyborg, Denmark, is on the island of Fyn, or Funen, of which Odense is the capital. It is not on the island of Odense, as stated by John Yoxall in his article "Continental Caravanning" in *The Autocar* of February 26. There is no island called Odense in Denmark.
Prestwich, Lancashire. BERNARD S. ENGLER.

Confusion

Flashing Should be Pedestrian Controlled

[65530.]—As a driver who is often confused by the Christmas tree effect of the myriads of twinkling red and green traffic lights and amber crossing beacons at major intersections, I have read with interest in your columns the drivers' ideas put forward for the simplification of this problem.

After dark, the hypnotizing effect of the zebra crossing beacons is accentuated, and it becomes more difficult to train the eye on a comparatively dark pavement to see if a pedestrian is waiting to cross.

If a beacon were to flash only when a pedestrian actually wished to cross, the motorist would be warned sufficiently in advance to take precautionary measures. This effect could easily be obtained by a time-delay switch—of the same pattern as used on some traffic lights controlled by a pedestrian push button—in conjunction with the present flashing mechanism. This system would also avoid the mêlée of incessant lights, and, incidentally, reduce materially the electric power consumption.
London, W.1. I. LEE-DUNCAN, Int.B.Sc.

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USED CARS ON THE ROAD

No. 67:

1951 Le Mans Replica Frazer-Nash

Price New	Acceleration from rest through gears	Fuel consumption	Speedometer reading
£1,750 plus £486 17s 3d purchase tax	TO 30 m.p.h. ... 3.2 sec TO 50 m.p.h. ... 6.8 sec TO 60 m.p.h. ... 7.9 sec 20-40 m.p.h. (top gear) 11.1 sec 30-50 m.p.h. (top gear) 9.5 sec	19-22 m.p.g.	19,773
Price Secondhand £1,395		**Oil** consumption 1,200 m.p.g. approximately	**Car First Registered** March, 1951

IT is usual in this series of used car road tests to describe in fair detail the condition of the bodywork of each car tested, but with this 1951 Frazer-Nash, provided for test by Performance Cars, Great West Road, Brentford, Middlesex, let it be said simply and sufficiently that the business-like dark green body was in good condition. With a car of this type the mechanical condition and the performance are of special interest and importance. A word about the car's history is worthwhile, however. Once the property of S. G. Greene, in the hands of Stirling Moss it won the 1951 British Empire Trophy in the Isle of Man, and it is now fitted with an engine for which a claim of 141 b.h.p. was made by its manufacturers.

Certainly a description of the performance in normal road work calls for superlatives. The engine was noisy but quite tractable, and a sudden, tremendous surge of torque came in at about 3,700 r.p.m., at which point the engine note changed to a higher frequency worthy of a vehicle built for inter-planetary travel. And, indeed, when revs above 3,700 were reached in a quick succession of gears the rate of progress was not that normally associated with road travel. On several quite brief but open stretches 5,500 r.p.m. was seen on top gear, representing a speed of about 115 m.p.h., and figures taken in acceleration testing were governed more by wheelspin than by any other factor. The torque characteristics affected acceleration from low speed in high gears considerably, but this was not to be wondered at, and the selection of the right gear at the right moment was one of the pleasures of driving the car. The engine started very well, either hot or cold, and from cold the choke could quickly be returned to the normal position. The handling, like the sheer performance, was of the very highest order. The steering was accurate to a degree, light and absolutely positive. The suspension was firm but it did not give an uncomfortable ride. The car held the road, despite its light weight, in a way that could be matched by very few of the world's cars. And nowhere in the engine, transmission, steering or suspension was there any noticeable sign of wear.

Many cars, new or used, have some special feature worthy of extra praise, and on any other car brakes of the Frazer-Nash's standard would fall in that category. But the whole of this car was so specially good that the brakes were only what one would expect—really powerful, safe to use firmly at high speeds, and in every way enabling the performance to be used with confidence. They were well balanced and there was no excessive pedal travel. The racing tyres were in good condition, apart from a worn spare.

Some extras were provided within the present purchase price, including an alternative gear ratio (as a complete differential unit) and an extra spare wheel (without a tyre). The instruments were certainly comprehensive and there were no body rattles.

This particular car was originally intended for competition, in which field it may well distinguish itself again. If not, it will provide some fortunate future owner with a road car of quite extraordinary capabilities.

No. 68:

1952 Ford Prefect Saloon

Price New	Acceleration from rest through gears	Fuel consumption	Speedometer reading
£367 plus £205 7s 9d purchase tax	TO 30 m.p.h. ... 10.0 sec TO 50 m.p.h. ... 29.6 sec 20-40 m.p.h. (top gear) 15.3 sec 30-50 m.p.h. (top gear) 20.0 sec	30-34 m.p.g.	12,884
Price Secondhand £445		**Oil** consumption 1,500 m.p.g. approximately	**Car First Registered** October, 1952

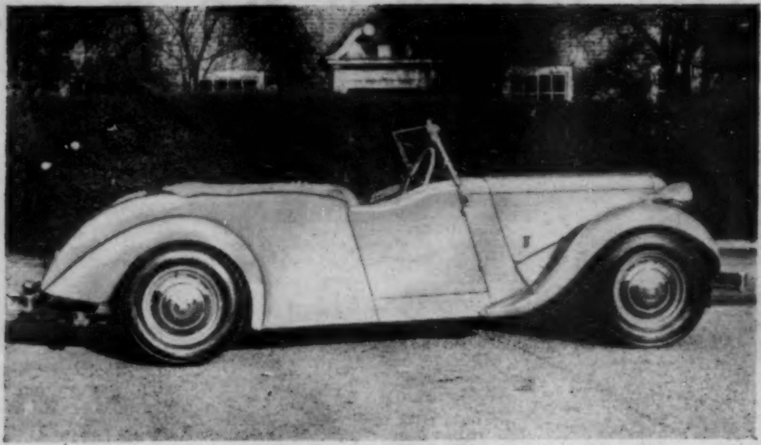
ALTHOUGH now out of production, the "old type" Ford Prefect is likely to retain its popularity as a rugged, economical family car. Its strong position in the used car market is maintained because the engine is still in production for the Ford Popular, and so many thousands of Prefects are on the roads that their manufacturers are likely to keep up the supply of spares for a very long time. The car that has been tested was provided by the Chaseside Motor Co., Ltd., Great Cambridge Road, Enfield, Middlesex, and, showing few signs of ill-effect from nearly 13,000 miles, it was a fairly typical example of what may be obtained in the price range up to £500.

The cellulose was black and well polished, with scarcely any blemishes, and the chromium plating was well preserved. Beige cloth was used for the upholstery of the seat cushions and squabs, and brown leathercloth for the trim panels and seat backs. All of it was clean and undamaged, and in addition the plastic facia and window surrounds were in good condition.

Hot or cold, the engine started at the first pull of the appropriate control, and at neither tickover nor fast engine speeds were there any undesirable mechanical noises. The engine of this model was never very silent, and on this car the familiar throaty roar, mostly induction noise, was as audible as was expected. It was a healthy sound, however, and not unpleasant. There was no fuminess, and the performance was satisfactory.

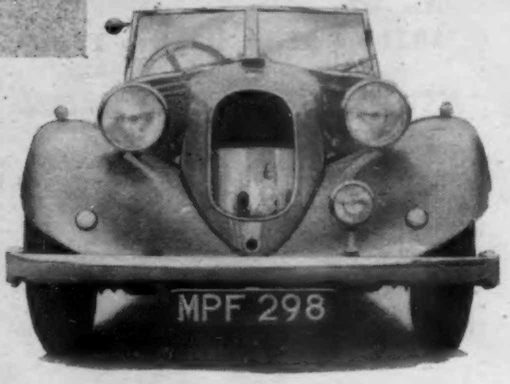
The steering was up to the standard of the model when new and without excessive lost motion at the wheel. The suspension was free from wear except for the spring dampers, which, although in fair condition, were not as effective as they would have been when new. There was some pitching at the front, made more noticeable to occupants because of the added effect of the seat springs, but the ride was generally good and comfortable. Few body squeaks were noticed and these were audible only on indifferent road surfaces. No excessive wear was apparent in the transmission, which was also free from unhappy noises such as are caused by back axle or gear box faults. The gear box itself (three forward speeds, with synchromesh on second and third) worked well, the synchromesh being adequate provided that gear changes were not made too quickly.

The brakes were particularly good. They were adjusted to a nicety, and were powerfully responsive to quite light pedal pressure. The spare tyre was unused, and the remaining four tyres were good for many more thousands of miles with normal driving. The battery appeared to be virtually brand new. Accessories included link mats on the floor at front and rear, and an electric demister on the driver's side of the windscreen. A full set of tools was contained in the under-bonnet locker. Instruments included a speedometer, ammeter, and fuel and water temperature gauges. The car was robust, and its condition suggested that it was fit for a great deal of reliable service.



TALKING OF SPORTS CARS No. 354

Apart from the red triangle on the radiator cowl there is very little indication of the car's origin. The bodywork is beautifully finished in pale blue. The cowl, far from reducing the air flow to the radiator, has increased it and half the intake area has been blanked off. Winking indicators are mounted in the front wing valances.



BASICALLY ALVIS

A PROFESSIONALLY BUILT TRANSLATION OF AN ENTHUSIAST'S IDEAS

AS opposed to umbrellas, saucepans and other homely objects for which a utilitarian design has been finally approved, there is still ample opportunity for self-expression in car body design. The sporting owner who is well enough informed to know exactly what he wants (and can afford it) can still commit his requirements to paper and pass the result to a coachbuilder for translation into wood and metal. Unfortunately, it is not often possible for an individual with distinct ideas of the car he requires ever to see his "one-off" conception in the flesh; it usually progresses no further than the paper stage.

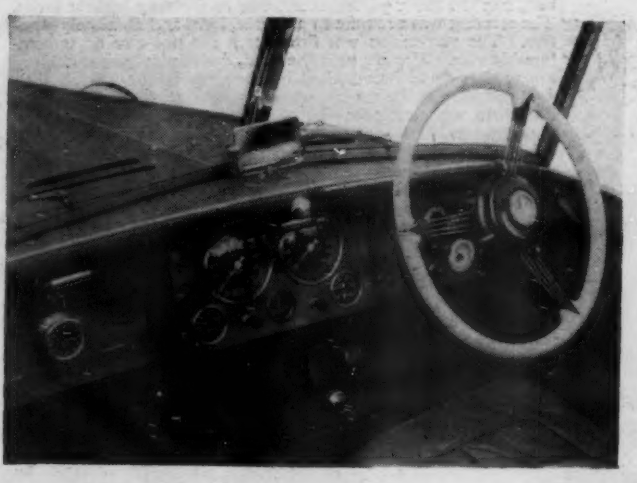
Many people contrive to modify existing designs so that they resemble the quantity-produced example only in the main characteristics, yet the result is basically similar to thousands of others. When such a design does come to fruition—a combination of a well-proved chassis of a type that fulfils the requirements, and a professionally built and entirely "one-off" body—the result is usually of great interest. Apart from being the exact translation of one man's requirements, it has the distinction of being the only one of its kind in existence.

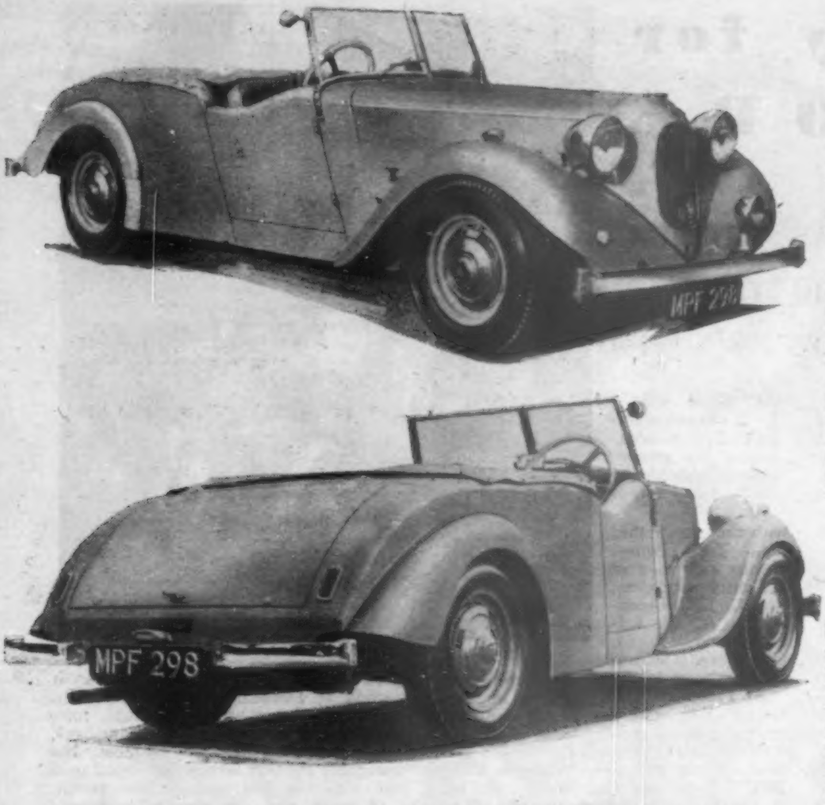
This Alvis is genuinely such a car. The taste—in cars, at any rate—of its progenitor, Donald Monro, is well known in sporting circles; his 4½-litre Invicta, "Red Gauntlet," was a familiar sight at Shelsley and Prescott before it was sold to Sir David Gamble and, subsequently, to America. Until the Alvis was completed his stable included a second 4½-litre Invicta, the Hudson-engined Skinner Special and his wife's Austin A.40. What was needed to fill the gap was a semi-sporting tourer, suitable for business use—this proviso demanded full and efficient weather protection and reliability without temperament—and, at the same time, a car that had the essential characteristic of being a joy to drive.

In April, 1952, a 2-litre Alvis chassis was obtained which had been involved in an accident but which, otherwise, was virtually brand new. After the damage had been repaired the job of building the new body was given to Jarvis, of Walmer Road, Shepherd's Bush, London. The chassis and engine are entirely standard; the 1,892 c.c. push rod-operated o.h.v. engine has a single S.U. carburettor and the compression ratio has not been altered. The overall ratios are the normal 4.875, 6.48, 9.42 and 14.46 to 1. It was preferred to gain an increase in performance by weight reduction rather than by increasing the engine's output at the possible expense of reliability.

The body is aluminium panelled on an ash frame and is finished in blue; a weight saving of 4 cwt has been made. There is no indication, of course, that the car is anything but factory built, the panelling and interior trim being beautifully

In laying out the facia the principle has been dials in the centre, controls to the right and navigational aids to the left. Three rheostatically controlled lights illuminate the three groups. The driving position is very comfortable and fits the owner-designer exactly.





In three-quarter front and rear views the car looks at its best, and the neat hood stowage and tonneau cover can be seen. The rather abbreviated rear wings were intended to avoid air pockets beneath them, though, in wet weather, the rear part of the body gets muddy.

finished. The car is essentially a two-seater, though the two seats in the back are rather better than the "occasional" variety, and there is ample headroom with the hood up. Externally, apart from the red triangular Alvis badge, it is wellnigh impossible to identify the car; the radiator cowl has camouflaged the only external detail that hailed originally from Coventry. Far from reducing the engine cooling, the cowl seems to have increased the airflow and it has been necessary to blank off part of the radiator to restore the engine's working temperature to normal. There is good luggage accommodation in the tail; the luggage compartment is felt-lined and houses the spare wheel and tools. There are no rattles whatever from the bodywork, which is delightfully rigid; the weather equipment, too, is rattle free.

Driving Comforts

From the driving compartment the car becomes immediately recognizable as Alvis. The driving position, which was individually designed to suit the proportions of the driver, is excellent. In the vintage tradition of the cars which Donald Monro prefers, the large steering wheel is a little close to the driver. Once one has become re-accustomed to the closeness of the wheel it is very comfortable. The polished facia is well provided with instruments on the principle of dials in the centre and controls to the right. A speedometer, rev counter, thermometer, ammeter and oil pressure gauge are grouped in the centre and the separate lamp switches (head, side fog and spot) are grouped to the right with the ignition switch and a battery condition indicator. A rheostat controls three separate instrument lamps and, to the left, there are a clock and a glove locker the lid of which locks. A short central gear lever completes the needs of the enthusiast who enjoys driving for its own sake and it is conveniently close to the driver.

On the road the car has a curious and pleasant feeling of a mixture of modern and vintage suspensions. The half-elliptic springs (i.f.s. is not used) give a very firm ride and, with a weight distribution of 11 cwt on the rear axle and 13 on the front, there is a slight feeling of understeer. The four-cylinder engine (bore and stroke 74 by 110 mm) has a pleasantly long-stroke, "vintage" feeling in keeping with the characteristics of the car. The reduction in weight has greatly improved the acceleration figures and on long straight stretches there is a feeling that the car is under-geared—80 m.p.h. (at an engine speed of 4,850 r.p.m.) can be reached without much trouble and, during a run to Buxton, 5,000 r.p.m. was seen once or twice in third gear. In the intermediates one has to be careful not to exceed this speed, as the revs build up very quickly; 5,000 r.p.m. in second gives a road speed of 43 m.p.h. and, in third, 61 m.p.h. During this run low-grade fuel was used and there was a fair amount of pinking, requiring frequent use of the hand-operated ignition control at the centre of the steering wheel.

Useful Performance

The acceleration available with the standard rear axle ratio is extremely useful and, on the lorry-ridden A5, was found to be a great advantage in overtaking; in these circumstances it was preferable to the increase in maximum speed that a higher rear axle ratio would undoubtedly give. Acceleration figures from 20 to 40 m.p.h. were 6.0 sec in second, 8.4 sec in third and 10.3 sec in top, though for this last figure the ignition was fully retarded in view of the fuel, and it could doubtless be improved upon. From a standstill 50 m.p.h. was reached through the gears in 15.9 sec and 60 m.p.h. in 25.4 sec, the car still being in third gear. During the few stretches of traffic-free road the Alvis showed that it can cover the ground surprisingly quickly; starting from Weedon, on A5, 24 miles were covered in the first half-hour without hurrying unduly. For fast driving the steering was found to be a little low geared and it is intended to lengthen the drop arm to overcome this.

All in all it is very pleasant transport; not a competition car by any means, but a rare compromise between the kind of car that an enthusiast would like and that which a business man must have. P. G.

The Alvis engine and its auxiliaries are standard in all respects and none of the original accessibility has been lost.

Firm Day for COLMORE

R. W. PHILLIPS TAKES PREMIER TROPHY IN CLASSIC TRIAL

On Wood Two: J. L. Thompson's blown Dellow slews among the greasy roots of a big beech tree.

AFTER a night and early morning of pouring rain, a drying wind made the Cotswold's observed sections of Sunbac's Colmore Trophy trial passable. But R. W. Phillips put up a remarkable performance to get round all of the thirteen sections except the last without loss of marks. Even on the last, Dovedale, which the committee had up their sleeve to prevent any "O" sheets, he wiggled into as high a sub-section as could be reached.

Le Chat, a deeply tractor-rutted climb through a clay field with a bit of farmyard at the top, was sufficiently stiff in texture to let through all the special specials, but it stopped most of the Dellows, blown and unblown, usually for lack of the extra inches of ground clearance. Thence to the first manœuvring tests, routine stuff which everyone took carefully, intent on not collecting oil drums and losing marks. The two Weston Wood sections were more serious. The first was a wiggly one among the trees, and it called for the front wheels being on the ground—a steering hill. It stopped, among others, J. Tucker Peake's Scarlet Runner and H. Hopkinson's blown Ausford (which retired half round the course).

Leaping Tigford

Wood Two was more difficult, and only half the entry had clean climbs. It was a two-stage hill with a hump on which there were some pretty leaps. One determined leaper was the recently assembled Tigford of T. R. Wood. Its landing gear (coil springs, telescopic dampers, to a square Meccano upright) seemed to work admirably, and it climbed clean. The three Fish climbs presented no serious hazard to the better cars. No. 1 was a nice little U in which the descent to the start seemed more perilous than the steep climb. But Fish Two had loose stones in loose earth, and a steep greasy end; it was the first loss of marks for some good entries. Rex Chappell (Cotton III), who later retired, was not in true form and failed on Fish One, all the rest of the nine sections he took being clean. Fish Three was a wriggle among the roots, a slow difficult hill, and here Tony Marsh's blown Dellow came unstuck. What spacious antics a small beech root can start!

Upanout was difficult. In a pit, it had a loose, rocky start and a steep exit, but twelve stormed it, E. J. Chandler in such style as to scatter at the top the oil drum, a large rock, marshals and the Press, in positively Silverstone style. Here Bernard Dees, E. V. Woodhall, M. H. Lawson, J. D. Hollingworth, P. A. Atkinson and J. Deeley, with E. J. Reynolds' blown Dellow, had their first failures—difficulty with the start rather than the climb—leaving only five of the entry with clean sheets. J. C. Broadhead's, A. W. Lilley's and E. J. Chandler's failures at Saintbury left only two still clean.

At Lidcombe One there was a rather boggy start, and many did not have enough "ertia" for the ledge on the hill, which would have been easy with a good start. There were clean climbs by Lilley, Rex Chappell and Reg Phillips, but here P. Bardon had his first failure and left the premier award winner the only one with a clean sheet. Lidcombe Two was cut out as too difficult. Jackdaw and Guiting Wood (the latter with an interesting greasy hump and turn out of the track, impossible to take wide) were hills that foiled all but the best. The latter had a dirty start and involved many in maximum mark loss. There had been six retirements, and the event was running smoothly (in the organization sense), in good daylight when the final, impossible section at Dovedale was reached. The climb was damp. From the road, competitors had to turn over a greasy bank, which was taken diagonally by most. But inevitably the rear wheels slid round until the car was fair and square astride.

A good trial, for the crack drivers, although a little lacking in variety of sections, which had a family resemblance.

Colmore Trophy: Le Tout 1,172 (R. W. Phillips), 6 marks lost. **Rhode Cup:** R.M.S. 1,172 (A. W. Lilley), 17. **Shell Cup (best 1,300-3,000 c.c., or s.):** Dellow 1,172 s (R. B. Lowe), 61.

Colmore Awards: Ford 1,172 (P. Barden), 21 marks lost. Cotton 1,172 (J. C. Broadhead), 28. Chandler 1,172 (E. J. Chandler), 29. Deeford 1,218 (B. H. Dees), 30. Atkinson 1,245 (P. A. Atkinson), 32. Ford 1,172 (F. D. Woodhall), 32. Lotus 1,172 (M. H. Lawson), 36. Oliver 1,172 (J. D. Hollingworth), 38. Cranford 1,090 (J. Deeley), 46. Otter 1,172 (A. W. Francis), 47.

Team Trophy: No entries.

GOOD START FOR PARKER

THE first speed event of the season in Ulster took place last Saturday at Kirkistown airfield in County Down, organized by the 500 M.R.C. of Ireland. The principal race of the day was the 500 c.c. Championship of Ireland, and this resulted in a race-long duel which gave the large crowd of spectators full value, the eventual winner being last year's formula 3 champion, Don Parker from London, driving his new Kieft-Norton.

The order changed twelve times during the course of the race. At first R. K. Tyrell (Cooper-Norton) led from Ninian Sanderson's Staride-Norton, but Sanderson got into the lead at one-third distance with Stuart Lewis-Evans (Cooper-Norton) hard on his heels. Then the latter led; but Parker was always a challenging third, and after some exciting laps in which the first three cars ran almost level he got in front. And he stayed there, although he almost lost the lead at the hairpin on the very last lap of all. Charles Headland (Martin-Headland) achieved third place towards the end, only to drop back again with some trouble; Ivor Bueb (Cooper-Norton) lost some time at the start with a recalcitrant engine, but went on to put up the fastest lap in 1m 16s, at 72.34 m.p.h. This, however, does not beat the lap record set up last year by Rex McCandless in his fully streamlined McCandless-Norton, who this year unfortunately had to retire after covering only three laps.

Joe Flynn, of Dublin, won the saloon car handicap from the scratch mark in his DB2 Aston Martin without difficulty from R. J. Adams' Jaguar Mark VII. In the opening handicap Bueb scored a good victory in his Cooper-Norton from the scratch mark.

RESULTS (lap distance 1.53 miles)

500 c.c. Championship (25 laps, 38.2 miles): 1, Kieft-Norton (D. Parker) 33m 10s, 69.07 m.p.h.; 2, Cooper-Norton (S. Lewis-Evans) 33m 10.2s; 3, Cooper-Norton (R. K. Tyrell) 33m 11s; 4, Staride-Norton (A. McGlashan) 33m 56s; 5, Staride-Norton (N. Sanderson) 33m 59s. **Fastest lap:** Cooper-Norton (I. L. Bueb) 1m 16s, 72.34 m.p.h.

Saloon Car Handicap (10 laps, 15.3 miles): 1, Aston Martin 2,580 (J. J. Flynn) scr. 16m 4s, 60.82 m.p.h.; 2, Jaguar 3,442 (R. J. Adams) 20s, 1[illegible]m 9s; 3, Healey 2,443 (A. N. Johnston) 20s, [illegible]s.

[illegible] Handicap (heats and final 10 laps each): **Heat 1:** 1, Austin (W. Morton) 3 laps, 13m 50s, 49.98 m.p.h.; 2, Cooper (J. L. M. Meikle) 1 lap 30s, 14m 19s; 3, Ford (B. W. Tughan) 1 lap 40s, 14m 27s. **Heat 2:** 1, J. P. (W. McMillan) 1 lap 30s, 13m 48s, 62.01 m.p.h.; 2, M.G. (W. Leeper) 60s, 14m 15s; 3, H.R.G. (D. H. McWhir) 1 lap 40s, 14m 19. **Final:** 1, Cooper-Norton (I. L. Bueb) scr., 13m 28s, 61.62 m.p.h.; 2, McMillan, 13m 53s; 3, Leeper, 14m 1s.

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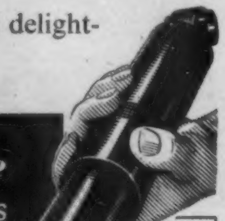

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THE SPORT

by

J. A. Cooper

The field lines up for the start of the open handicap event at the race meeting at Kirkistown airfield, County Down, last Saturday (see page 446).

AUTOMATIC TIMING ● MONTE PROTESTS ● SCOTTISH RALLY

IN view of all the trouble and protests that have occurred in recent months with reference to the timekeeping and lap scoring of important races, a recent development in America may be of more than passing interest. A Chrysler which was engaged in a record attempt at Indianapolis actually timed itself—although the official timekeepers were keeping a check on its progress for the actual recording process.

This new example of the elimination of the human element was achieved by the carrying on the car of a tiny radio transmitter sending out a constant signal at a certain frequency. At the timing box was a receiver, which recorded every passage of the car. The idea would be to install this equipment in each car taking part, each transmitter presumably operating on a different wavelength, and just sit back watching the clocks ticking round and recording the whole progress of the race. Then it only remains to invent the robot driver, and there you are!

This timing device has been evolved by an American company, which from the initial experiments has produced a transmitter weighing about one pound and measuring four inches long, two inches wide and one inch deep, running off the car battery and needing no aerial. Perhaps the day of automatic timing is not far off, especially for record attempts; and as one team's equipment for a race like Le Mans it might be very useful, provided that the wavelength selected was not duplicated by one of that team's rivals!

* * *

THE appeals committee of the Automobile Club de Monaco recently announced its rejection of the appeal by Georges Houel against the disallowance of his protest against Louis Chiron's Lancia as the winner of the Monte Carlo Rally. There remained, of course, the possibility that Houel would take the matter still further, by appealing through the Automobile Club de France to the F.I.A.; he had a month in which to lodge this appeal, and this period has not yet expired. But last week the French journal *l'Equipe* published an interview with M. Houel in which he stated definitely that he had decided not to carry the matter any further.

This, then, will leave Louis Chiron the confirmed victor of the Monte Carlo Rally with his 2½-litre Gran Turismo Lancia Aurelia, and the result will remain as published in *The Autocar* report of the event. Altogether an unhappy affair, which should never have occurred and will, it is to be hoped, never occur again; there is no question, however, that Houel protested in all sincerity—it was not a frivolous or completely unreasonable protest. Incidentally, one modification to the published results has been made; the 1,100 c.c. class winner is now the D.K.W. driven by Meier and Schellhassh, as a result of the disqualification of the Porsche which previously occupied that position.

And now let us leave it at that.

* * *

THE second S.C.C.A. national race meeting for 1954 took place on Sunday, March 14, at the Hunter Air Force Base, Savannah, Georgia, the principal event being the Savannah sports car G.P. for production cars of over 1,500 c.c. and modified cars of over 1,100 c.c. There were also three preliminary events. For the main race a five-mile circuit was used in which some very high speeds were recorded; a timed section of the main straight recorded the passage of the winning car, Jim Kimberly's 4½-litre Ferrari, at 153 m.p.h., while his last lap was covered at a record average speed of just over 100 m.p.h. Throughout the race he was challenged by a similar Ferrari driven by the 1953 S.C.C.A. champion, Bill Spear. Once again the amazing 1½-litre Oscas showed up well, George Moffett's capturing fifth place on distance and class honours from the Sebring-winning car, now driven by its owner, Briggs Cunningham The 2-litre class was won, as at Sebring, by W. F. Carpenter in his Kieft-Bristol, which he had driven straight up to Georgia from the Florida event to run at Savannah without more than the briefest of check-overs.

RESULT (Savannah G.P., race distance 150 miles) 1, Ferrari 4,500 (J. Kimberley), 97.2 m.p.h.; 2, Ferrari 4,500 (W. Spear), 97.0 m.p.h.; 3, Cunningham 5,420 (S. Johnston), 91.4 m.p.h.; 4, Ferrari 2,700 (W. Lloyd); 5, Osca 1,452 (G. Moffett); 6, Osca 1,452 (B. Cunningham); 7, Osca 1,452 (W. Brewster); 8, Cunningham 5,420 (C. Moran); 9, Osca 1,342 (J. Simpson); 10, Ferrari 2,700 (A. Melville).

Class Winners (Modified): 1,101 to 1,500 c.c.: Moffett; **1,501 to 2,000:** Kieft-Bristol 1,971 (W. F. Carpenter); **2,001 to 3,000:** Lloyd; **3,001 to 5,000:** Kimberley; **over 5,000:** Johnston. **Production, 3,001 to 5,000:** Jaguar XK120 (Warren Smith).

* * *

REGULATIONS are now available for the twelfth edition of the Scottish Rally, to be run from June 7 to 11, which is an international event. The 1,400-mile route takes competitors through much of the finest scenery in Scotland; the start and finish are at Glasgow. This year there will be a very testing section all round the north of Scotland (including a night run), while thereafter there will be three daylight loops based on Grantown-on-Spey. Cars will be divided into two main categories, touring and sports; the former is sub-divided into five capacity classes (up to 1,000 c.c., 1,001 to 1,300, 1,301 to 1,600, 1,601 to 2,600, and over 2,600 c.c.), and the latter into three (up to 1,600, 1,601 to 2,600, and over 2,600 c.c.).

No chassis-breaking sections will be encountered, and prospective entrants will be relieved to hear that Amulree, that notoriously rough-surfaced pass, is no longer included in the route. Entries close on May 12; all enquiries to A. K. Stevenson, secretary, Royal Scottish A.C., Blythswood Square, Glasgow, C.2.

* * *

SEVERAL interesting new cars will make their début at tomorrow's members-only sports car race meeting at Goodwood—the opening event of the season at the Sussex circuit. Among them are P. D. Gammon's Lotus-M.G., the performance of which will be watched with

THE SPORT . . . . continued

great interest by all those who remember how very fast his M.G. went last season; R. G. Shattock's R.G.S-Atalanta, not a new car but now powered by a Jaguar XK120 engine; and T. Sopwith's Sphinx, which utilizes an Armstrong Siddeley Sapphire power unit, with greatly increased output, in an Allard chassis. Over 100 entries have been received for the meeting, in which there will be ten races—but admission is restricted, do not forget, to members of the B.A.R.C. and their guests.

* * *

THE products of the Osca concern in Italy—the firm started by the Maserati brothers after their disposal of their interest in the original firm bearing their name—are certainly scoring successes in international competition of late. The latest event to be won by an Osca is the French international Lyon-Charbonnières Rally, which was run from March 18 to 21 and proved a gruelling test in which only 57 of the 132 entries survived to be classified at the end. From the British point of view, the most interesting item was the performance of the new Triumph TR2 driven by Gregor Grant and Peter Reece, which lost no marks on the road section (one of only 16 cars to achieve this distinction) and finished sixth in the general classification and second in the unlimited sports class.

The event also marked the début in major competition of the new French Salmson 2300S model, which first appeared at last year's Paris Salon. One of these cars finished the rally in third place and won the unlimited sports class, which augurs well for the return of this once-famous *marque* to competition. The engine of this new model is a big four-cylinder of just over 2.3 litres capacity, with twin o.h.c. driven by a vertical shaft and skew gears as on the pre-war models. The fact that the gear box is a Cotal electrically controlled epicyclic unit no doubt proves of assistance in rally manœuvres and timed hill-climbs; several of the latter are a feature of the Lyon-Charbonnières event.

There were ten starting points for the rally, and from each one competitors were faced with a road section approximately 430 miles in length, bringing them to the spa of Charbonnières. Then a further combined road section was undertaken by all competitors; this was 820 miles long, and was responsible for the retirement of 62 cars, which gives some idea of its severity.

PROVISIONAL RESULTS

General Classification

1, Osca 1,452 (Laroche and Radix); 2, Porsche 1,488 (Gacon and Arcan); 3, Salmson 2,328 (Matussière and Lemasson); 4, Citroen 2,867 (Gautruche and Funel); 5, Porsche 1,488 (Sabine and Leroux); 6, Triumph 1,991 (Grant and Reece); 7, Jaguar 3,442 (Auriach and Briat); 8, Peugeot 1,290 (Guiraud and Beau); 9, Salmson 2,328 (Rauch and Bousson); 10, Fiat 1,100 (Gendebien and Mlle. Thirion).

Class Winners

Touring: Up to 750 c.c.: Panhard 745 (Blanchet and Meignen); **751 to 1,300:** Peugeot 1,290 (Guiraud and Beau); **1,301 to 2,000:** Citroen 1,911 (Balmy and Rudin); **Over 2,000:** Citroen 2,867 (Gautruche and Funel). **Sports: Up to 1,000:** Panhard 745 (Dussert and Dumaire); **1,001 to 1,600:** Osca 1,452 (Laroche and Radix); **Over 1,600:** Salmson 2,328 (Matussière and Lemasson).

Coupe des Dames: Renault 748 (Mme. Pochon and Mme. Renaud).

* * *

THERE seems to have been a lot of commotion recently in the daily Press and the House of Commons concerning Mike Hawthorn and his alleged evasion of military service; and the case of Stirling Moss was also brought into the melée by one speaker. Actually, I am told by Leslie Hawthorn (Mike's father) that no attempt has been made by the authorities to serve call-up papers on Hawthorn since he applied for, and was granted, deferment some two years ago. It is obviously up to the authorities concerned to send for him if they want him, so why all the fuss? As for Moss, he underwent his medical examination for military service some years ago, and was turned down because of kidney trouble—as he had already been when he tried to volunteer for the R.A.F. at an even earlier date.

* * *

THE 2-litre Ferrari formerly owned by the late Robert Baird has now been acquired by Reg Parnell; it is being equipped with a 2½-litre engine and brought up to the latest specification for use in formula 1 races during this season. There should be some interesting racing in national events, with the new Connaught, Kieft and H.W.M. cars against Salvadori and Moss in Maseratis and a Ferrari-mounted Parnell!

COMING SHORTLY

MARCH 26.—N. London Enthusiasts' C.C. Film show, Crown Hotel, Shenley Road, Boreham Wood, Hertfordshire, 8 p.m.
26.—Fiat 500 Club. Film show, Cedars Hotel, North End Crescent, London, W.14, 7.30 p.m.
27.—B.A.R.C. Members' Meeting, Goodwood, 2 p.m.
27.—Sporting O.D.C. Twilight Trial, The Downs Garage, Tring Road, Dunstable, Bedfordshire, 6.30 p.m.
27-28.—Herefordshire M.C. Welsh Rally, starting from Cardiff, Hagley, Ledbury, Shrewsbury and Trecastle, 9 p.m.
27-28.—Vintage S.C.C. Pomeroy Memorial Trophy Competition.
28.—Mid-Cheshire M.C. Spring Sporting Trial, Liver Inn, Rhydtalog, North Wales, 11 a.m.
28.—Horsham and District M.C. and L.C.C. Spring Cup Trial, Bishopric car park, Horsham, Sussex, 11 a.m.
28.—Northampton and District C.C. Spring Road Trial, Weedon Road Industrial Estate, Northampton, 2 p.m.
28.—Berkhamsted M.C. and C.C. Point-to-point, The Stonehouse, Hatfield, Hertfordshire, 2.30 p.m.
28.—Oxford M.C. Walter Rally, J. Curtis and Sons, Ltd., Botley Works, Oxford, 9.30 a.m.
28.—Surrey Sporting M.C. Mystery run, Warwick Hotel, Redhill, Surrey, 11 a.m.
28.—Alvis O.C (Southern Section). Concours d'Elégance, The Refectory, Milford, near Godalming, Surrey, 2.30 p.m.
28.—N. Devon M.C. and Taunton M.C. Autocross, Whitefield Hill, near Barnstaple, Devon, 2 p.m.
31.—Old Merchant Taylors' M.C. and A.C. Owners' Club. Twenty Questions competition, The Marlborough Head, North Row, London, W.1, 8 p.m.
APRIL 1.—Kentish Border C.C. Film show, New Inn, Hayes, Kent, 8 p.m.
1-4.—San Remo feminine rally, Italy.
2.—Singer O.C. Dance and prizegiving, Water End Barn, St. Albans, Hertfordshire, 8 p.m.
2.—Volkswagen O.C. Social meeting, Holborn Restaurant, 218, High Holborn, London, W.C.1, 7 p.m.
3.—Bristol M.C. and L.C.C. Race meeting, Castle Combe, Chippenham, Wiltshire, 2 p.m.
3.—Wirral Hundred M.C. Sprint trial meeting, Rhydymwyn, near Mold, Flintshire, 1 p.m.
3-4.—Rhyl and District M.C. Welsh Rally, starting from Rhyl and Chester.
3-4.—M.G. Car Club (Midland Centre). Welsh Rally, Colmore Depot, Roebuck Lane, West Bromwich, Staffordshire, 9 a.m.
4.—Tour of Sicily.
4.—West Essex C.C. Speed trial, Wethersfield, Airfield, near Braintree, Essex, 11.30 a.m.

* * *

FURTHER news of the Kieft plans for the coming season; the formula 1 car now under construction, which will be fitted with the Coventry Climax unsupercharged 2½-litre V-eight power unit, will be driven by Alan Brown. Of the two 1,100 c.c. sports cars entered for Le Mans, one will be M.G.-powered (drivers: G. Trouis and A. P. Hitchings), while the other will have a four-cylinder Coventry Climax engine and be handled by Alan Rippon and W. B. Black. H. H. Gould, well known as a Cooper-Bristol driver, has ordered a 2-litre Kieft-Bristol sports car for this season's events.

CLUB NEWS

West Hants and Dorset C.C.—On Sunday last, the annual Hartwell Cup trial was held over a 45-mile course in the Purbeck Hills in South Dorset. An entry of 47 started from the Doddings Farm, Bere Regis, and tackled the ten hills in the route.

A number of new sections had been discovered, and caused quite a lot of trouble. Culpepper's Basin, which looked easy, caught out three-quarters of the entry, while even Cocknowle, well known in the "Exeter," stopped a good many. Smedmore was a long grassy slope, which called for cunning throttle work on the slippery surface, and Creech had a very slippery start, followed by a steep rise to a left-hand bend on grass. The event finished at Swanage, with a meal at the Wolfeton Hotel.

Provisional Results.—Hartwell Cup: Ford (A. J. S. Edwards). **Merchant Cup:** Riley (A. Stevens). **Other Awards: Open Cars:** Austin A.70 (P. B. White), Bayliss-Thomas (Mrs. P. Jesty), M.G. Magnette (T. Tokeley). **Closed Cars:** Lancia (G. W. Cottle), Renault (Dr. M. Kelleher), Volkswagen (D. J. Brown), Standard (P. G. Cooper).

Riley M.C.—A very cheery party was the verdict of the 161 members and guests of the North-Eastern Centre of the Riley M.C. concerning the annual dinner-dance at the Hotel Majestic at Harrogate on Friday last, March 19. There were only two speeches: Mr. Victor Riley, the president of the club, proposing the toast of the guests, to which Mr. R. N. Pilling, J.P., responded, remarking that he thought the old camaraderie of the road was dying out, but that one-make clubs, such as the Riley, did much to foster it and keep it alive, which he thought was valuable work.

750 M.C.—On Thursday, March 18, the annual dance and presentation of awards took place in Central London, when the President's Trophy was presented to Ron Grimsley, of the Oxford Centre. He had proved the most successful club member in racing events for the second year running. The club chairman, Holland Birkett, had put up the best show in road events, and he also received his award. Very many of the presentations had been made at the various gatherings of the club centres, including the trophy for the annual epic relay at Silverstone, which was presented at an M.G. function, but a formidable amount of silverware was nevertheless disbursed.

B.M.W. Car Club.—Starting at 10 a.m., the first Isleworth Trophy Rally will be held at Measham, near Burton-on-Trent, on Sunday, April 4. Later starting times can be arranged for those who have great distances to travel. The event will consist of three parts: a 30-mile road navigation section, no maps or navigational instruments being required, driving tests, and a *concours d'élégance*. It is not essential to enter for all three sections; there will be an award for each section. Entries (at 10s a car) will be accepted until the

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G. C. Langdon's Sunbeam-Talbot leans over as it climbs Currington Hill in the West Hants and Dorset C.C. Hartwell Cup trial.

CLUB NEWS . . . . continued

starting time. Details can be obtained from C. H. Bulmer, Whitecairn, Duke's Ride, Crowthorne, Berkshire.

M.M.E.C.—The annual rally, a closed invitation event, will be held on April 2 and 3, and will cover a road section of 300 miles in the Cotswold area. The starting point will be the Fleur-de-Lys Hotel, Lowsonford, near Henley-in-Arden, and competitors will move off at 11 p.m. The finish will be in Cheltenham on the following day at lunchtime.

Lancashire and Cheshire C.C.—The supplementary regulations for the thirteenth Derbyshire Trial, one of the B.T.D.A. qualifying events for the R.A.C. Trials Championship, are now available. The trial will be held on Sunday, April 25, and the closing date for entries is Tuesday, April 20, at 12 noon.

West Essex C.C.—The date of the Wethersfield Speed Trials is April 14, not April 4, as previously published. A good and assorted entry, including some well-known names, has already been received for this meeting. A driving competition will be held at Goodmayes, Essex, between members of the club and the police driving school, Chelmsford, on April 21.

Eastern Counties M.C.—Good weather graced the Miniature Rally, held on March 7, though the start was in pouring rain, and any attempts to draw white lines for the first test resulted in discoloured puddles. Three separate road sections (one route-finding, one discovered by taking numbers from telephone kiosks and concocting map references, and the third entailing taking alternate bridges across the Stour between two points) in addition to a "bonus mark" navigational section, sorted out the entry on the road section.

Provisional Results. Closed cars. Under 1,500 c.c., Jowett Javelin (J. Steggall and H. Greenfield). **Over 1,500 c.c.**, Riley (R. Dunningham and A. Brooks). **Open cars. Under 1,500 c.c.**, Austin A.40 (D. B. Rush and D. R. Burrell). **Over 1,500 c.c.**, Austin A.90 (J. O. Armitage and Mrs. Armitage).

Thames Estuary A.C.—A closed invitation event, the "Day of Dicing," will be held at Wormingford airfield, in Essex, on April 11. There will be eight rally-type tests and each competitor will attempt the tests twice. Cars may enter in groups of three for the team award; in this case a third attempt will be necessary at each of the tests. Regulations and further details may be obtained from T. R. Troughton, 21, Mount Avenue, Westcliff-on-Sea, Essex.

Veteran C.C.—Once again, on April 14, Mrs. Shuttleworth will make available to members of the V.C.C. her estate at Old Warden Park, Bedfordshire. Cars—dating from the last century to 1916—will start to assemble at 12 noon, at which time judging for the *concours d'élégance* will begin. A series of driving tests will follow from 1.30 p.m. onwards, and the grounds will be open to the public. The late R. O. Shuttleworth's collection of veteran cars will be on view in the coach houses and Edwardian aeroplanes at Old Warden aerodrome on the estate.

Pembrokeshire M.C. — Supplementary regulations are now available for the speed hill-climb to be held at Lydstep, near Tenby, Pembrokeshire, on Saturday, April 17. The event starts at 1.30 p.m., and there will be classes for racing, sports and saloon cars. There are no restrictions on the type of fuel used.

London M.C.—The club's first Goodwood meeting will be held on Saturday, May 22. The course will include both Woodcote and the Chicane. Entries are limited to 100 (excluding racing cars) and two official and three practice runs will be allowed. There will be ten classes, and it is hoped, thereby, to encourage family saloons to enter. Regulations will be available on April 1 from C. Wick, London Bridge House, London, S.E.1.

South Wales A.C.—Regulations are now available for the speed hill-climb, to be held on April 3 at Castel Farm Hill, a few miles north of Bridgend, Glamorganshire. The hill is 600 yards long and there will be classes for sports and touring cars.

Cemian M.C.—Regulations are available for the driving test meeting, to be held on Sunday, April 4. Entries will be limited to the first 50 received. The competition secretary, G. T. Wilby, is hoping to achieve the near-impossible by running this as a handicap event!

Nottingham S.C.C.—The race meeting, shown in the R.A.C. Calendar as being held on April 16 at Nottingham, will not now be held; no suitable circuit has been found.

East Anglian M.C.—The Spring Rally will be held on Sunday, March 28. The opening control will be at Wormingford aerodrome, which the first car leaves at 2.30 p.m.; the event will consist of a driving test at Wormingford and a road section of a straightforward nature with time checks on the route. The entry will be divided into classes for open and closed cars and further sub-divided by engine size. A brains trust will follow the rally at the Bull Hotel, Halstead. The brains will be Sheila van Damm, Inspector Priestly, George Matthews, H. Cree and L. Coe.

Yorkshire S.C.C.—A large crowd watched the 4-44 Trophy Trial, held on March 14, despite damp, misty weather with occasional rain. Thirty-seven entries left Ilkley to cover the 30-mile course, which included ten observed sections. These were all close to main roads so that spectators could reach them without the usual muddy, cross-country walk.

Results: 4-44 Cup, Ford (J. Lilley), 92 points. **Gambles Trophy**, Ford (M. Wilde), 82. **First-class Awards:** Le Tout (R. W. Phillips), J.A.P.-Bassinet (A. D. Aldred), Cotton (J. Broadhead), Austin (S. Jenkins).

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Winners of the 1,100 c.c. Class in the Monte Carlo Rally, D.K.W. also won the 1,000 c.c. class in the R.A.C. Rally, and was one of only 8 cars (of 229 starters) in the R.A.C. Rally to lose no marks.

The "Autocar" said: "Another car to impress was the D.K.W. which won its class with ease . . . a make which performed extremely well."

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IN BRIEF

Profit of the Car Mart, Ltd., for the twelve months ended November 30, 1953, was £381,286 (£474,483 previously). The net profit was £161,319 (£166,348 previously).

A driving school has been opened in London by the Rootes Group at their car hire department, Abbey Hall, St. John's Wood, London, N.W. A similar school was opened in Manchester in January.

H. Humair et Fils, 41, Rue Liotard, Geneva, have been appointed sole agents in Switzerland for R.G.S.-Atalanta products, including the Fibreglass bodies and the kit of components for sports-racing cars.

W. Watson and Co. (Liverpool), Ltd., distributors for a number of car manufacturers, made a consolidated profit for the twelve months ended October 31, 1953, of £107,426 (£100,788 previously). Profit after taxation was £53,494 (£42,684 previously).

The service and spares department of Wilmot-Breeden, Ltd., has been moved to new premises at 13-14, Oxford Street, Birmingham, 5. The telegraphic address is Bumpers, Birmingham, and the telephone numbers are Midland 7272 and 5346.

With regret *The Autocar* records the death of Mr. A. A. Pearson, chairman of British Belting and Asbestos, Ltd. He joined the company—then known as W. Willson Cobbett, Ltd.—in 1889, and became secretary in 1897. He became chairman in succession to Mr. W. Willson Cobbett in 1937.

To celebrate the completion of 25 years' successful working at Dagenham and the good results obtained in 1953, a payment of £10, subject to tax, will be made to each employee of the Ford Motor Co., Ltd., and of its subsidiary companies, provided they have been so employed for not less than six months.

Achievements, 1953, has just been published by the makers of Castrol lubricants. It contains 36 pages of photographs of car and motor cycle sporting events during the year, including the Mille Miglia, Le Mans, the T.T., and so on. Copies are available without charge on application to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

Mr. Arthur J. Harwood has been appointed chief engineer of Auto Transmissions, Ltd., for whom he will control production design, development and engineering. The company's transmission projects include the Laycock-de Normanville overdrive. Mr. Harwood was previously with Armstrong Siddeley Motors, Ltd., as transmissions engineer.

A cocktail party was held recently by the Luton Motor Co., Ltd., 326-340, Dunstable Road, Luton, Bedfordshire, in honour of Mr. R. N. Richards, service manager, and Mr. M. C. A. Brettell, a director of the associated Luton Motor Co. (Dunstable), Ltd. Mr. Richards was honoured for his class victory in a Ford Anglia in the recent R.A.C. international rally, in which he was partnered by Mr. Brettell.

Mr. G. G. Dove, manager for the home counties of Henley's Tyre and Rubber Co., Ltd., has been appointed tyre sales' manager for Great Britain, the Isle of Man, the Channel Islands and Northern Ireland.

Donations of £157 10s and £50 have been made by the Dunlop Rubber Co., Ltd. to the Trade Marks, Patents and Design Federation, and the National Association of Mixed Clubs and Girls' Clubs respectively.

Premises of Runbaken Electrical Products at 45, Oxford Road, Manchester, 1, which were destroyed during the war, have now been rebuilt and modernized. They will be the home of the spares and service department, and will open on April 5. The telephone number is Ardwick 2507.

Cornercroft, Ltd., Ace Works, Coventry, have recently been offering new number plates at half the usual retail price, provided the old plates were returned to the company after receipt of the new ones by the purchasers. The offer was prompted by police action in some areas against motorists whose rear number plates were not considered readable at a reasonable distance. It should now be noted that the offer closes on March 31.

The latest addition to the Wilmot Breeden series of booklets describing the removal and replacement of door locks deals with the rotary claw pattern locks fitted to the Phase II Standard Vanguard. Alterations in trim and door layout make the instructions different from those for the Phase I model. The booklets are available at 2s 6d post free from Wilmot Breeden, Ltd., Spares and Service Department, 13-14, Oxford Street, Birmingham, 5, and from the London and Manchester depots.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16869. Pre-war Type 170V Mercedes-Benz.
"D.M.M."—Experiences, maintenance details and a handbook.

No. 16870. 1947 Standard Eight
"R.W.W."—General experiences, performance details and a handbook.

No. 16871. Standard Little Nine
"H.H."—Maintenance hints and a handbook.

No. 16872. 1935 Austin Seven Arrow
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SO EASY! SO QUICK!
Grease, dirt, road grime vanish:
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No hard rubbing.
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NEW DEEP SHINE FORMULA
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DEEP GLOSS
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Shines the deep-down colour back

Made by the makers of Johnson's Wax

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* *Template Tailored*

In every set of 'PERFIT' loose seat covers, there is the skill of the craftsman, coupled with the latest manufacturing methods. It is this combination of personal skill and up-to-date manufacturing technique which ensures the perfect fit, by which 'PERFIT' covers are instantly recognised. You will appreciate, too, the outstanding quality of the materials used in the manufacture of 'PERFIT' covers.

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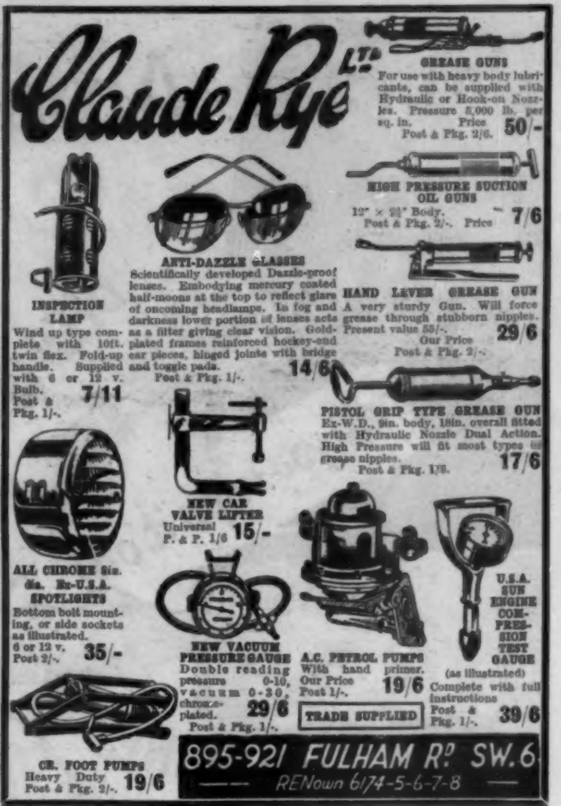

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For use with heavy body lubricants, can be supplied with Hydraulic or Hook-on Nozzles. Pressure 5,000 lb. per sq. in. Price **50/-**
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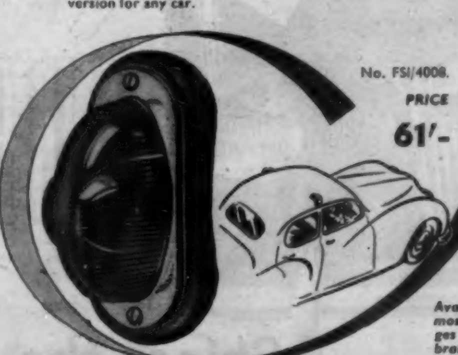

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FERODO ANTI-FADE BRAKE LININGS

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The Ferodo organisation, with its unrivalled research talent and testing facilities, make Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control. So when your brakes do need re-lining, remember to *ask* for Ferodo—the Anti-Fade Brake Linings.

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THIS LABEL...

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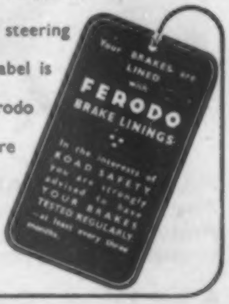
Your BRAKES are LINED with
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BRAKE LININGS
In the interests of ROAD SAFETY you are strongly advised to have YOUR BRAKES TESTED REGULARLY —at least every three months.

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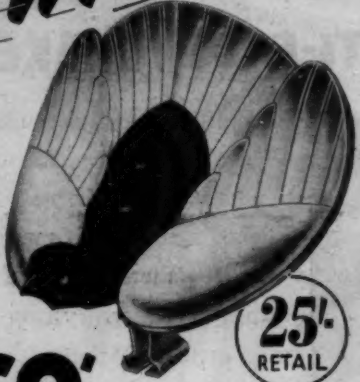
'COCO' will SWISH the insects clear of your windscreen



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Ask at your garage.

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ALAN E. BATT'S SELECTION

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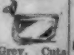

Grey. Cuts out tiring, dangerous dazzle. 7/6 each.

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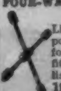

Light strong, powerful. The four sizes will fit every English car. 10/6 each.

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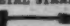

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ALL RUBBER GRIP LAMP
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Our own factory, new machinery, and very heavy purchases of this tough, attractive material, enable us to fix a price at this low level. In Maroon, Green, Blue, Grey, Fawn, Brown. Low price precludes free patterns all seat covers sold on our immediate money back guarantee.

Complete set (6 pieces)
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Fits any pipe. Beautiful, highly-polished finish. Diverts exhaust gases harmlessly to the ground.

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We can supply hub caps for any make of car. Most cars of more than a year old look twice as smart with a new set. Prices vary from 4/6 each for 1931 Morris Minor to 72/- each for Cadillac.

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31/- a pair inc. twin filament bulb. State voltage.

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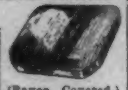

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BY INCREASING CONTRAST IMPROVE VISIBILITY

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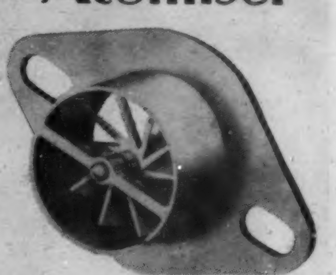

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They ALL add up to
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NOTE: Our special offer of rear number plates at reduced price closes on March 31st. 1954.

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Send Now for FREE PORTFOLIO OF ACTUAL SAMPLES

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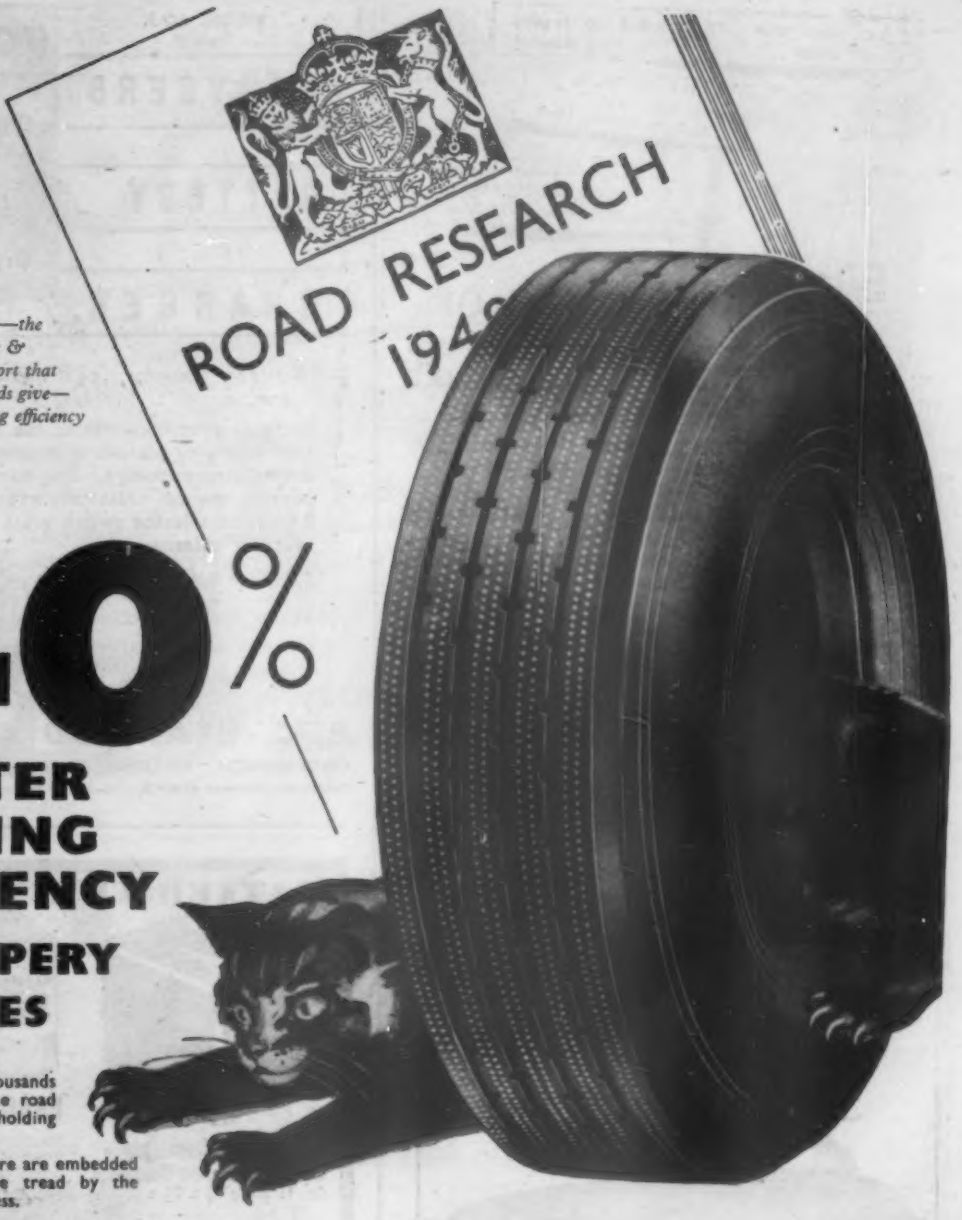

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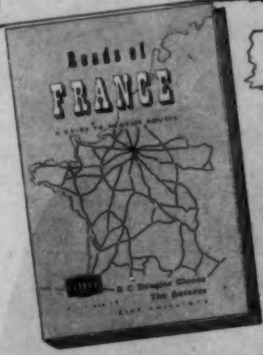

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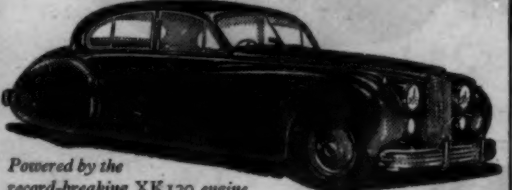

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—charges 2v, 6v, and 12 volts at 1 amp.

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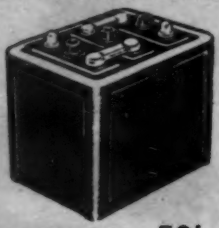

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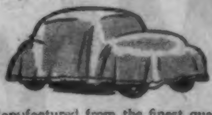

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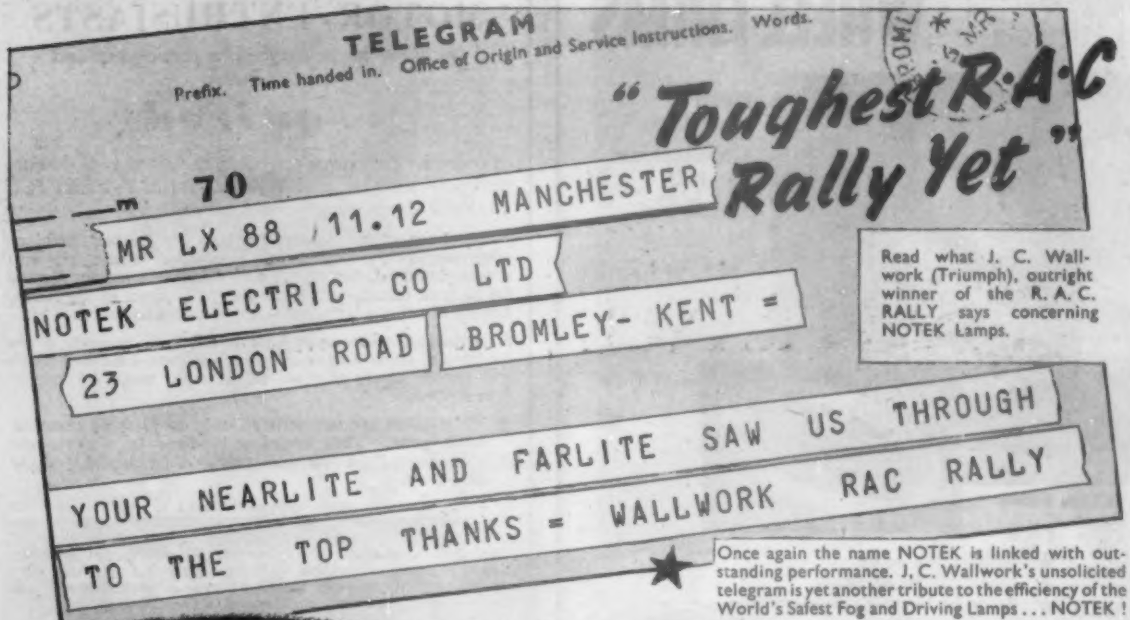

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"Toughest R·A·C Rally Yet"

Read what J. C. Wallwork (Triumph), outright winner of the R. A. C. RALLY says concerning NOTEK Lamps.

★ Once again the name NOTEK is linked with outstanding performance. J. C. Wallwork's unsolicited telegram is yet another tribute to the efficiency of the World's Safest Fog and Driving Lamps . . . NOTEK !

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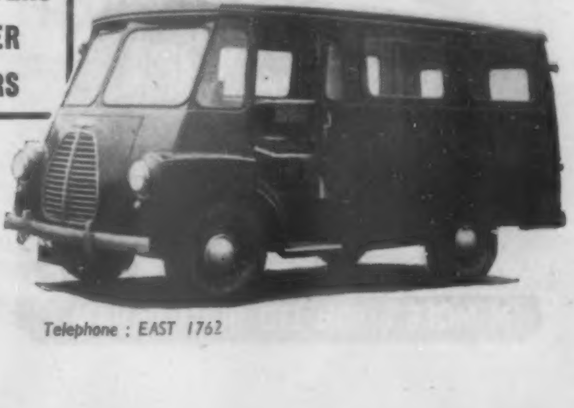

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MOTOR ENTHUSIASTS

(including motor competition participants and supporters)

required

as volunteer emergency reservists, to help run mechanical transport units of the ROYAL ARMY SERVICE CORPS Army Emergency Reserve.

Many have come forward, in answer to our previous advertisements, as volunteer reservists. There are still several hundred vacancies. The Army will largely depend for its road transportation on the 'MT' units of the RASC Emergency Reserve, in the event of mobilization.

It is planned to have some units in which the majority of the leaders and junior leaders will be competition motorists. There will also be plenty of room, in the many units, for normal, keen motorists.

★ **Volunteers are committed only to 15 days training each year. This training is done as a fortnight "in camp." Each unit meets only once a year in this way.**

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In addition to "MT" units there are all kinds of "supply" units, including butcheries and bakeries, all kinds of petroleum units, a horse (pack) unit and, of special interest to ex-RN personnel, fast launch, harbour launch and fire boat units. There is also an Air Despatch coy. and several Fire Fighting units—all needing volunteers.

If you are interested please write, giving details of your previous service experience, including service number and ranks held and of your civilian experience/qualifications or just send a postcard asking for particulars to:

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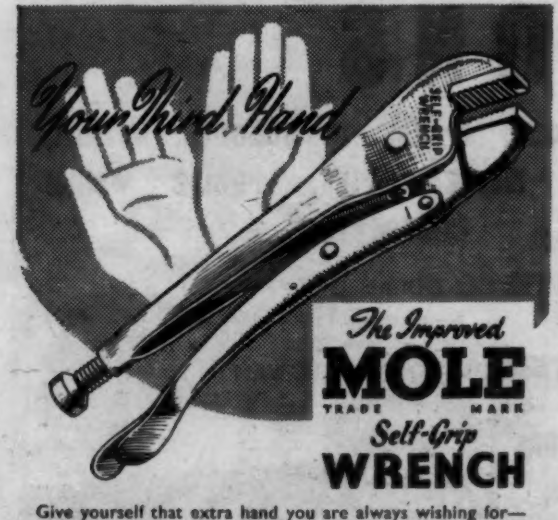

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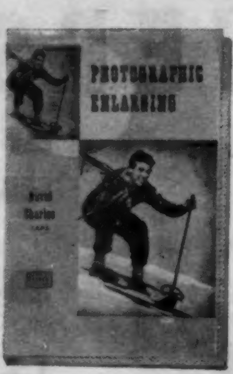

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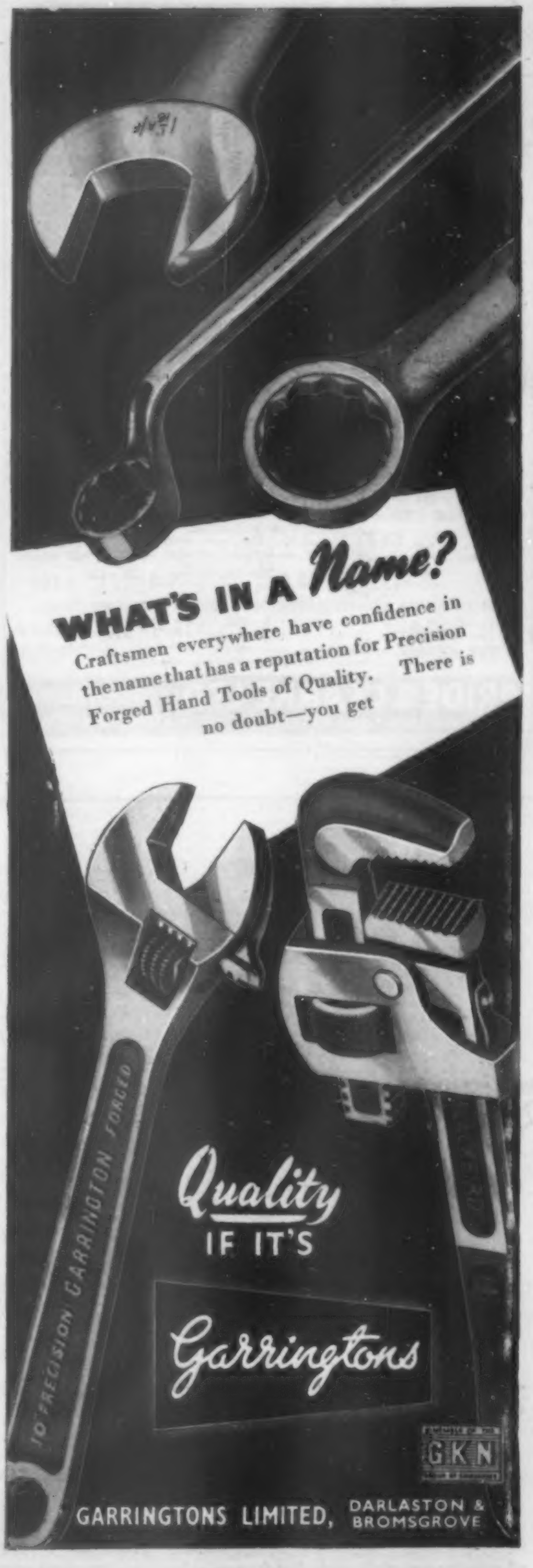

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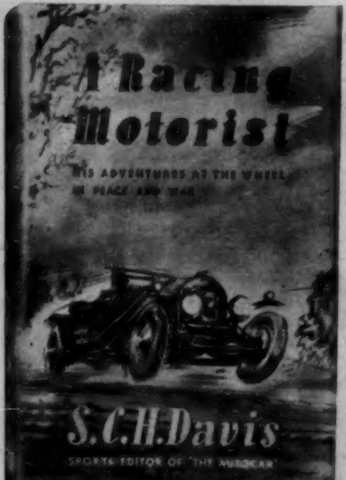

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1947 DAIMLER 2½ Saloon	Grey	£645
1952 DAIMLER 2½ Consort Saloon, rad.	Grey	£1,025
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575gns.—A.C., October, 1949, 2-litre sports saloon, grey, red leather, one owner, unmarked; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

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BARTLETT.—Alfa-Romeos, large stock; from £325.—27a, Pembridge Villas, W.11. [C1013

ALFA-ROMEO 1952 (Nov.) "1900" saloon, black with fawn cloth upholstery, heater, Lucas Flamethrower and other extras, exciting performance, 15-100 mph in top, astonishing economy; £1,500; terms, exchanges.—Grimsby Motors, Ltd., Eleanor St., Grimsby. Tel. 56161. [8710

Alfa-Romeo Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

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RAYMOND WAY, Seven Kings branch.

RAYMOND WAY, the hire purchase specialists.

499 guineas.—1951 Allard P.1 saloon, in magnificent condition, resprayed blush grey with grey leather piped in white, set of new tyres, low mileage, one owner, laid up 9 months; £175 deposit, balance 18 months.—Raymond Way, 773, High Rd., Seven Kings, Essex. Seven Kings 4066. [8735

SALES & WANTS
Turn to page 118 for Advertisement Form

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ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 117

ALLARD

B. J. HUNTER, Ltd., offer:—

1950 Allard P saloon, just fitted new tyres, really as new; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1950 (March) Allard 4-seater tourer, low mileage, blue, faultless condition, Solex; £400.—185, Adel Lane, Leeds, 6. Tel. 73076. [8658

395gns.—Allard, 1949 foursome drop head coupe, gunmetal, leather, column gearchange, radio, excellent condition; terms, exchanges.—Rowland Smith, below.

395gns.—Allard, 1949 sports 2-seater, bronze, brown leather, excellent condition; choice of 8 Allards; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MAYFAIR COUNTRY CARS.—1951 (July) J.2 2-seater De Dion axle; £550; terms; exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

ALLARD 1951 P.1 saloon, one owner, faultlessly maintained, carefully driven, new tyres, many extras, 30,000 miles; £540, o.n.o.—97, Gilbert Rd., Cambridge. Tel. 4632. [8774

1949 Allard drop head foursome coupe, reconditioned engine, heater, one owner, beautiful order; £375!!!—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

WEBB MOTORS (WATFORD), Ltd., offer: 1951 Allard K2 2-seater, red, mileage 8,000 only, a car for the real enthusiast, good value; £695.—232, St. Albans Rd., Watford. Watford 3092. [8791

KIRKWOOD CARS, 78, Streatham Hill, S.W.2. Tulse Hill 1288-9, offer what is probably the most attractive and well-kept September, 1950, P.1 Allard saloon in the country; its recorded mileage is 22,000; beautifully finished in two-tone red and silver; must be seen to be believed; £565. [C2037

Allard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6303. [W2040

REALLY good Allard required.—Stradling, 30, Harley House, N.W.1. [W1086

BARTLETT will pay more for good Allards.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St. London. S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS

DICKS.

1934 Alvis Speed 20 sports tourer, exceptional condition; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

J. DAVY, Ltd.

1952 model 3-litre saloon, sun roof, very exceptional in chassis and coachwork, low mileage, Alvis maintained; £1,050.

SPEED 25 sports saloon, 1938, recently fitted, maker's reconditioned engine, quietest and smoothest on offer; £475.

1950 14hp sports roadster, scarlet with cream hide, 22,000 miles, H.M.V. heater, loose covers, etc., appearance and performance quite as new; £645.

180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

!! Chipstead Motors Ltd.—See our advertisement under "Sports Cars." [C1046

1949 Alvis coupe, 14hp, black with red leather; £600; two owners only.—Box 4433. [8955

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ELITE MOTORS offer:—

1936 Alvis Speed 20 Charlesworth 4-door saloon, black/red, twin Windtone horns, twin spot lamps, tele-control shock absorbers, faultless mechanical condition, excellent history, any trial or examination; £225.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

BROOKLANDS Alvis London distributors.

1953 Alvis 3-litre sports 2-seater.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950.

1948 Alvis 14hp Tickford d.h. coupe.

ABOVE cars guaranteed; from £950.

DEFERRED terms; confidence, solidity, security.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS.—Good selection always available: written guarantee.—See under " Sports Cars." [C3041/R

1939 Alvis 20 saloon, guaranteed; £245; payments. —Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

ALVIS Speed 20 Vanden Plas drop head, 1935, well above average condition; £240.—Tel. Locksheath (Hants) 2333. [8716

CAMDEN MOTORS for Alvis.—T.A. 14hp saloon, 1949, excellent condition, heater, passlights, one owner, colour maroon; £595.

CAMDEN MOTORS for Alvis.—Speed 25 Charlesworth sports saloon, 1937, extensively reconditioned mechanically, bills from makers, etc.; £275.

CAMDEN MOTORS for Alvis.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

ALVIS 3-litre saloon metallic grey, late 1951, 1952 modifications, one owner, 16,000 miles; £925.—Campbell Symonds Arnold 2246. [C1057

1949 Alvis 14hp drop head foursome coupe, resprayed, new tyres, one owner; £595.—George Pitt Motors, Ltd., Whitstable 2244. [8946

325 gns.—Alvis 12/70, 1939 sports saloon, silver grey, sliding head, leather, radio, heater, very good condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Alvis 14, 1949 foursome drop head coupe, black, fawn leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Speed 25 Alvis drop head foursome, engineer maintained, specimen, taxed year; £325.—Priary Motors, Ltd., Old Windsor. Tel. Windsor 2002. [8900

1935 Alvis Speed 20 Charlesworth sports saloon, in superb condition; £215.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [C4053/1

Alvis Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel 5501. 'Grams: Alvis. Coventry. [0391/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES, Alvis agents & specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [84053/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6453/R

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

AMERICAN CARS

CAMDEN MOTORS offer post-war models:—

STUDEBAKER Champion 22hp drop head coupe, 1950, right-hand drive, electric hood all extras, leather interior.

STUDEBAKER Champion 22hp saloon, 1949, right-hand drive one owner.

PACKARD Clipper saloon, 1947, right-hand drive.

PACKARD Super 8 saloon, 1948, right-hand drive.

HUDSON Commodore Six drop head coupe, 1950.

BUICK Super 8 saloon, 1949, right-hand drive.

BUICK Super 8 saloon, 1948, right-hand drive.

BUICK Special 8 saloon, 1947, right-hand drive.

CHRYSLER Windsor saloon, 1952, right-hand drive, 9,000 miles.

PRE-WAR models:—

BUICK Viceroy saloon, 1939/40; choice of three.

BUICK Carlton drop head foursome coupe, 1939; also a Fisher model.

BUICK Viceroy saloon; choice of four models 1937/8.

HUDSON 16.9 and 22hp; choice of 3 1939 and 1940 saloons and drop heads.

PONTIAC Silver Streak drop head, mid-war series, right-hand drive.

STUDEBAKER Commander, 1939 saloon, and many others.

CALL, write or 'phone for details.—Camden Motors, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays. [C1035

1949 (November) Cadillac Model 62 sedan, radio, heater, nylon covers, 18,000 miles, brand new condition.

ALSO under classified headings: 1952 Chevrolet, 1953 Studebaker, 1949 Buick, 1948 Packard, 1947 Oldsmobile.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4036

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Kensington 4858. [C4028

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (Adj. Leicester Sq. Tube Station.) [C1027

1947 (December) American Ford de luxe 4-door saloon, black, brown leather, massive late style front grille, radio, heater, only 6,600 miles on new engine, 20 m.p.g. guaranteed; snip at £435; terms, exchanges.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

£695!!! 1949 (reg.) Studebaker 26hp special Land-cruiser 4-door sports saloon, l.h.d., magnificent super modern low shape, genuine million dollar look and similar to 1952 series, magnificent condition, small mileage.—Below.

£645!!! 1948 Oldsmobile 2-door sports saloon, impeccable condition, magnificent specimen motor car at very low price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require American cars.—91 95, Fulham Rd., S.W.3. Kensington 4858. [W4028

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane. Adj. Leicester Sq. Tube Stn. W.C.2 Temple Bar 3588. [W1027

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [W4036

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Whitley saloon, black, preselector, one owner, £825; one week's free trial, guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039

J. DAVY, Ltd.

ARMSTRONG SIDDELEY Whitley, 1952, H.M.V., well-kept, low mileage car; £765.

1947 (October) Hurricane coupe, particularly well preserved example; £599.

180-4 Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

CAR MART, Ltd.

1952 Armstrong Siddeley Lancaster saloon, heater; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd

1950 Armstrong Siddeley Lancaster saloon, 20,000 miles, one owner, exceptional condition; £585.

NEWNHAM House, 235-7-9 Hammersmith Rd., London, W.6. Riverside 4646. [C3024

B. J. HUNTER, Ltd., offer:—

1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ARMSTRONG SIDDELEY

SCOTT CARS offer:—

1950 Armstrong Hurricane drop head, radio and heater, outstanding condition; bargain, £535.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

HAROLD SIMONS, Ltd., offer:—

1948 Armstrong Siddeley Hurricane drop head foursome, black, brown leather, heater, spot light, fitted special hood with rear quarter lights, an excellent car throughout, £435; trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065/1

GUY SALMON AUTOMOBILES offer:—

1953 (September) Armstrong Siddeley Sapphire 6-light saloon, black/red leather, synchromesh gear box, Radiomobile, 4,000 miles, indistinguishable from new in every respect; £1,550.

1940 Armstrong Siddeley 16 saloon, one owner from new; this car has been maintained in absolutely first-class mechanical order and would pass any inspection or examination; £265.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1951 Armstrong Whitley saloon, beautiful condition; £650.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts Welwyn 481-2-3, offer:—

1939 Armstrong Siddeley 17hp saloon, finished blue, blue leather, taxed for year, good condition throughout; £225.

1953 Armstrong Siddeley Hurricane drop head coupe, finished blue, blue hood and leather upholstery, radio, one owner, mileage 3,000 only, immaculate condition throughout; £950. [C1001

1939 16 Armstrong 4-dr sal, black; £250.—Tickford, Ltd. Tem. Bar 3338. [C4029

1949 Armstrong Siddeley Hurricane coupe, radio and heater, at present undergoing pre-sale checkover.

CHARLES FOLLETT, Ltd. Showrooms: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1949 Armstrong Typhoon, immaculate in every way, one owner, armchair comfort ride; £455. —Beaumont, Enfield 4181. [8806

1949 (March) Armstrong Typhoon, 20,000 miles, black, green leather, heater, immaculate condition; £545.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

£398—Armstrong Siddeley 1946 Hurricane drop head foursome, original, superb condition, small mileage; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

1950 Model Typhoon, beautiful condition, unrepeatable value; £495!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1948 Armstrong Hurricane d/h coupe, exceptionally sound; £430.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1949 Armstrong Siddeley Lancaster saloon de luxe, heater; £525; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6262 (Tube). [C1034

CAMDEN MOTORS for Limousines.—The largest selection in the country, 65 in stock including Armstrong Siddeleys; see advert page 77 this issue. [C1035

A. Z. MOTORS offer 1951 Armstrong Siddeley Lancaster 4-door saloon, immaculate condition, one owner; bargain £625!!!—100, Palmerston Rd., N.W.6. Mai. 4723. [C1011/1

1953 (June) Armstrong Siddeley Sapphire saloon, radio, heater, etc., small mileage, as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

495 gns.—Armstrong Siddeley, late 1948 Lancaster de luxe 4-door saloon, sliding head, leather, pre-selector, heater, carefully used; terms; exchanges. —Rowland Smith, below.

365 gns.—Armstrong Siddeley, 1947 Hurricane foursome drop head coupe, manual gear change, heater, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ARMSTRONG SIDDELEY 1939 25hp special limousine with division by the Mayfair Carriage Co.; chauffeur maintained; in exceptional condition throughout; £250.

GEORGE CLARK & SON, Armstrong Siddeley Main Agents, Clough Rd., Hull. Tel. 7848 & 7804. [8650

1939 Armstrong Siddeley 16hp saloon, £225; 1937 Armstrong Siddeley 14hp saloon, £175; all in nice condition.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 5677-8. [C2043

JACK ROSE, Ltd., offer 1951 Armstrong Siddeley Lancaster 4-door saloon almost unmarked inside and out, black with red hide; one careful owner; £695. —Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

ARMSTRONG SIDDELEY Hurricane drop head coupe, brand new, unregistered, makers full guarantee, black with brown hide upholstery, manual gear box, one only over £400 under list price; £995, exchanges.—P. Blamire, Queen's Road Garage, Coventry. Tel. 5424. Armstrong Siddeley Distributors for Coventry, Rugby and Nuneaton. [8789

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1951 (May) Armstrong Siddeley Whitley saloon, one owner, 22,000 miles, unusually well maintained, outstanding condition throughout; £745; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1938 Armstrong Siddeley 14hp sports saloon, very clean car, in excellent order; £185 or £65 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106 (195 bus from Stockwell Tube Sation passes the door). [C4071

LIMOUSINES, 18hp/1951, partition, forward occasionals, leather throughout, 1953-condition, 15,000 genuine mileage, privately chauffeured, another, 1951, cloth upholstery, 21,000 miles, immaculate, £935. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KIRKWOOD CARS buy pre-war Armstrong.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266; official Armstrong Siddeley retailers and repairers.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835/R

7-SEATER privately owned 1938/39 Limousines required also 18hp 1951/52—cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes; exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. [illegible] & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spares part.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0760/R

ASTON MARTIN

BROOKLANDS, Aston Martin sole distributors.

1954 D.B.2/4 models available, show and demonstration.

1952 Aston Martin D.B.2 saloon, immaculate, guaranteed.

BUY or sell your car with confidence.

103. New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

7000 miles.—1952-3 Aston Martin D.B.II saloon, Vantage engine, one owner, finished blue, fitted suitcase, immaculate condition; £1,995. [C1001

BARTLETT.—Aston Martin 1939 model 2-litre, 80mph drop head coupe; £295.—27a, Pembridge Villas, W.11. [C1013

1934 Mk. II l.c. open 4-seater, clean and sound, taxed year; £335.—Friary Motors, Ltd., Old Windsor. Tel. Windsor 2002. [8901

1952 Aston Martin D.B.2 2½-litre Vantage engine sports saloon, this car is in most beautiful and outstanding order, finished in jewellescent dark green, positively unmarked and immaculate, mechanically superb, small mileage, history known; £1,975.—Gordon White & Co., Ltd., Gerrards Cross 2077. [8698

1951 DB.2 saloon, unique car, the one and only supercharged model, recellulosed and completely reconditioned 1953, not raced since, many special features, alternative two- and four-carburettor unsupercharged layouts, fitted heater, bumpers and all touring equipment; £1,850, including numerous spares.—Peter Clark, Broadway Works, Millwall, London, E.14. [8854

Aston Martin Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Aston Martins.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ASTON MARTIN cars wanted for cash; full details.—Friary Motors Ltd Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.,

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUBURN

AUBURN supercharged special foursome drop head coupe, 1936 model, radio, lavishly chromed, immac. condition, 13,000 mls. since £270 overhaul by Nash; price £250.—Bay. 5619. [8825

AUSTIN SEVEN

£85.—1937 Austin 7 Ruby saloon (evenings).—Godalming 312. [8896

£165.—Austin 7 1937 2-door saloon, leather interior, sliding roof, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

£75.—1934 model Austin 7 saloon, genuine bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1931 Austin 7 Swallow saloon, new engine just fitted at cost of £45; accept £42.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£49.—1930 Austin 7 Chummy saloon, excellent runner, sound condition; also Chummy 4-seater tourer at £35.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A30 Seven 2-door saloon, grey/red; £475/14/2.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

£485.—1952 (August) Austin A30 4-door saloon, beige, 7,000 miles, fitted heater, in beautiful condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

Austin A30 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1946 Austin 8 saloon; £285.

1939 Austin 8 saloon; £185; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 Austin 8 saloon, grey, heater; £320.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

£225!!! 1939 Austin 8 saloon, new engine just fitted.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1946 Austin 8, ex. con.; £325; several others; trade enquiries invited.—A.G., Ltd., Chester Close, Chester St., S.W.1. Slo. 8943. [8207

1947 registered Austin 8 tourer, mist green, new black hood, full chrome, Vydine upholstery, Cromard liners, new battery, 2 new tyres, many extras, beautiful condition; £225 o.n.o.—Sanderstead 5266. [8817

Austin Eight Cars Wanted

PRIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1943 Austin Ten saloon, two owners, blue/brown upholstery, highly recommended; £250.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

£125!!!—Austin 10 4-door saloon, excellent condition and carefully used.—Below.

£265!!!—1938-9 Austin 10 Cambridge saloon, carefully used and rare example; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£325.—Austin 10 1946 4-door saloon, excellent cellulose, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

1940 Austin 10 saloon, carefully used, resprayed, reconditioned, above average condition throughout, £280.—Chestfield (Kent) 214. [8806

275 gns.—Austin 10 1939 model Cambridge de luxe saloon, black, sliding head, leather, exceptional condition; terms, exchanges.—Rowland Smith below.

195 gns.—Austin 10 1937 Cambridge saloon, sliding head, leather, very good condition; choice of 3 Austin 10s; exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Austin 10 sln, a splendid example; £365.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

AUSTIN TEN

1939 Austin 10 Cambridge 4-door saloon, black, mechanically sound, a popular car, nice condition throughout; £230.—Kings Motors, 1, High St., Hounslow. Tel 3532. [C2049

1936 Austin 10hp saloon, rebored engine, very clean body and interior; £98 or £49 deposit, balance 22/8 a week for 12 months.—Heathfield Garage, Heathfield Rd., Wandsworth Common, S.W.18. [8809

Austin Ten Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A40

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

LONDON distributors.

1952 Austin A40 Somerset saloon, radio, heater; £625.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

ELM AUTOSALES offer:—

1949 (October) A40 de luxe saloon, one owner, low mileage, sun roof, heater, leather, green cellulose unmarked, tools unwrapped, completely original condition; £485.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W 19 Wimbledon 4825. [C2067

AUTOMOBILIA, Ltd., offer:—

1952 A40 sports convertible coupe, green, beige leather, heater, fog lamp, low mileage, exceptional condition; £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

H. A. SAUNDERS, Ltd., of Worcester.

1953 Austin A40 Somerset saloon, grey with beige leather, heater and sliding roof, 11,000 miles only; £625.

AUSTIN House, Worcester. Tel. 2368. [C4005

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A40 coupe, beige, heater, 11,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ENGINES RECONDITIONED, Ltd., offer:—

1949 Austin A40 Devon saloon, beige with beige leather, heater, excellent condition; £425.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070

1952 model A40 saloon, one owner; £545.

1951 Austin A40; £495; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A40 Countryman, dark green, heater, overriders; £742/11/6.

1953 Genuine Austin A40 Somerset sunshine saloon, heater, 18,000 miles, grey/grey leather; £600

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

1952 Austin A40 sports convertible 4-seater coupe, grey, heater, 13,000 only, practically as new; £595.—Below.

1951 Austin A40 saloon, heater, grey, blue leather, one owner, carefully used car, exceptional condition throughout; £495.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

£475.—1949 Austin A40 Devon de luxe saloon, blue with blue leather, good tyres, taxed, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1953 A40 Somerset sun saloon, beige, heater, leather, as new; £605.—45, Northfield Gdns., Watford. Gadebrook 3287. [8952

A40 sun saloon, 1951, heater, spotless condition; £495, exchange coupe or open car.—45, Shirehall Park, N.W.4. Hendon 1648 [8645

1950 A40 Countryman, heater, radio, faultless; £485.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340 [8921

1950 A40 saloon, black, heater, spotless; £495.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. [8922

1951 A40 GS3 saloon, green, immaculate; £535.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. [8920

1950 A40 saloon, radio, heater, sun roof, splendid condition; £475.—Tom Allery Automobiles, 68, Hill Rd., S.W.19. Wim. 3848. [8938

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1940 Austin A40 Pick-up, excellent order; £265.—6-7, Warren St., W.1. Euston 3268. [C1005

1953 A40 Somerset drop head coupe, one owner, 10,000 miles, colour comet blue; £635.—L. F. Dove, Ltd., 69, Broadway Wimbledon S.W 19. Liberty 3456. [C1077

415 guineas.—A40 Devon 1949 4-door saloon, mist green, beige leather, heater, sunroof, rear armrest, excellent condition.—Miles, 36, Burniston Rd., Hull. [8803

JACK Rose, Ltd., offer 1953 Austin A40 coupe, a beautiful car, in grey, almost as brand new; accept £635.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1952 Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £570, also similar car 11,000 miles, £585.—Vandervells, 215, Haverstock Hill, N.W.3 Primrose 4441. [C4037

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

WALTER SCOTT, Ltd.—1949 Austin A40 Devon, blue, heater, excellent condition; £425.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

1948 Austin A40 Dorset saloon, beige, engine rebored, new clutch, brakes relined, etc.; £395.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

675 gns.—Austin A40, March, 1954, Countryman estate car, green, heater, fold-flush rear seating, one careful owner, delivery mileage only, brand new condition; terms; exchanges.—Rowland Smith, below.

575 gns.—Austin A40, October, 1952, Somerset saloon, Romney blue, heater, one owner, 8,900 miles, exceptional; terms; exchanges.—Rowland Smith, below.

465 gns.—Austin A40, 1951 Devon saloon, sliding head, leather, heater, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

395 gns.—Austin A40, October, 1948, Dorset saloon, grey, brown leather, heater, excellent condition; choice of 9 A40s; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin A40 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320 Euston Road, N.W.1. Euston 1212. [0957/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good A40 required.—Stradling, 30, Harley House, N.W.1. [W1086

RICHARDS & CARR buy A40 sports.—35, Kinnerton St., London S.W.1 Sloane 5424. [W3045

A40 2-door wanted privately; direct purchase from owner preferred; around £375 offered for sound car.—Box 4395. [8875

WANTED, Austin A40, sound mechanically, region £400.—Lilley, 20, Dawlish Avenue, Perivale, Middlesex. [8813

WHY accept less for your Austin A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

AUSTIN TWELVE

OVERSEAS CARS, Ltd., offer:—

1947 Austin 12 saloon, black, brown upholstery, heater; £375.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

1939 Austin 12 saloon, excellent; £220; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1928 tourer, excellent mechanical and body condition, good tyres; £60 o.n.o.—Ray, Marsh Hill House, Holyfield, Waltham Abbey, Essex. Nazeing 2201. [8715

1940 model Austin 12, immaculate condition; £265.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

£275!!!—Genuine original condition, 1939, Austin 12/4 cabriolet, full 4/5-seater, undoubtedly the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1952 Austin 16hp hire limousine; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Austin 16 saloon, in immaculate condition; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1949 Austin 16hp saloon, black, good reliable car; £395.—Wessex Motors, Winchester 5555. [8811

1948 (October) Austin 16, heater, immaculate £425.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1948 Austin 16 saloon, black, heater, one owner from new, excellent condition; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1948 series Austin 16 saloon de luxe, genuine original condition, finished black with brown hide interior, fitted wheel embellishers and extras, very desirable car at a popular price, late property of titled gentleman; £375; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8910

HIRECAR Limousine (1950/51) partitioned, 7-forward, leather, moderate mileages, black, certified mechanically, selection from £625. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Austin Sixteen Cars Wanted

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

W

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 (November) Austin A70 saloon, 9,000 miles only, one owner, immaculate car; £675.

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ACRES offer:—

1950 Austin Hampshire, radio and heater; £495.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4 Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

LONDON distributors.

1952 Austin A70 Hereford saloon, heater; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

SCOTT CARS offer:—

1950 A90 drop head, new leather hood; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 Atlantic saloon, radio, heater, etc.; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1953 Austin Hereford saloon, 10,000 miles, one owner; £775.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Crossroad; 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, beige, heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 976. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Austin A70 saloon, fitted radio, heater, taxed year, mint condition throughout; £465.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1952 Austin A90 saloon, one owner; £685.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A70 Hereford, grey, fixed head, blue hide seats, heater, electric clock; £889/7/6.

AUSTIN House, 140-144, Golders Green Rd., Golders Green N.W.11. Speedwell 0011 (ten lines). [C4004

GUY SALMON AUTOMOBILES offer:—

1953 Austin A90 Atlantic saloon, 13,000 miles from new, grey/grey leather, radio and heater, exceptionally good example; £785.

1951 (November) Austin A90 Atlantic saloon, black/red leather, in faultless condition throughout; this car represents outstanding value for the money at £635.

1953 Austin A70 Countryman, 12,000 miles; £895. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Austin A70 saloon, finished in pastel green; £475.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1950 Austin A70 saloon, one owner; £485; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 (Oct.) A90 saloon, blue/grey, 17,000 miles, radio, heater, one owner guaranteed; £659.

RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

£645—1952 Austin A90 saloon, black, red upholstery, recorded mileage 16,000, fitted heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

FUNERAL Trade. Hearse Austin A70, Austin 16, brand new, early delivery, illustrated brochure, write

ALPE and SAUNDERS (COACHBUILDERS), Ltd. Head Office Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161. [8733

1953 (April) A70 Hereford, heater, fern green, S/L head 7,000 miles, as new, one owner; £675.—Box 4095. [8338

1950 Austin A70 saloon; £475; choice of two.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 8588-9. [C2062

1949 A70, grey, heater, excellent condition; £425. Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. [8923

AUSTIN A70, 1950, black, one owner, with heater; £450.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1952 Austin A70 saloon, beige, brown leather; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

AUSTIN A70 & A90

1952 (November) A70 Hereford saloon, many extras, spare unused; £635.—Robbins, East Putney. Tel. 4581. [C3010

1952 Austin Hereford saloon, 11,000 miles; £625.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [8743

£495!!!—Sept., 1949, Austin Atlantic coupe, cream with blue leather interior, hood almost brand new, exceptional value, three others 1950-1951.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

1952 Austin A70 Hereford sunshine saloon, heater, one owner, excellent condition; £595.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. [C3067

£575!!!—1950-1 Austin A90 convertible, fitted electric top, electric windows, magnificent and spotless specimen 3 months' guarantee; hire purchase, exchsnges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052

1950 Hampshire saloon, black and sun roof, radio, heater, guaranteed; £475; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1950 Austin A90 convertible, radio, heater, low mileage, beautiful condition; £535.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

1953 (July) saloon, blue, 4,000 miles, radio, heater, screen washers, etc.; £825 or offer to Hunts (Birm.), Ltd., 199, Hagley Rd., Birmingham, 16. Edgbaston 2921-2-3. [8902

19000 miles only!!! 1952 model Hereford saloon, fitted radio, heater, loose covers, one owner, immaculate condition; £575!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

JACK ROSE, Ltd., offer 1952 Austin A90 saloon, black with red hide, 15,000 miles only, stored 9 months, in marvellous condition throughout; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1950 Austin A90 convertible, all-electric, finished in cream, red leather interior, fitted radio and heater; £525.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065

ARCHIE SIMONS & Co., Ltd.—1953 Austin A70 saloon, colour green/brown hide, sun roof and heater, one private owner, genuine mileage 12,000 only.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1952 series Austin A90 Atlantic saloon, black/cream hide interior, radio and heater, low mileage, almost new condition; £650; consider part exchange.—Fourteen, Offington Gdns., Worthing. Swandean 849. [C4027

1953 (November) Austin A70, grey with blue leather interior, fitted heater, 3,000 miles only, as a brand new car in every respect.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

TANKARD & SMITH, Ltd., offer 1949 Austin A70 Hampshire, black/brown leather, very clean car in excellent mechanical condition; £450; three months' written guarantee.—194-198, Kings Road, Chelsea, London, S.W.3. Flaxman 4801-2-3. [C4026

A70, 11,000 miles, Oct. 1952, estate car, unmarked and as new, £795; also Nov. 1952 Hereford, 7,000 miles, black, brown hide, heater, just as new, £685, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1953 Austin A90 hardtop saloon, beautifully finished in black with red leather upholstery, 11,000 miles only since new, fitted H.M.V. radio, heater, screen washers, tailored seat covers, Rimbellishers, adjustable Lucas spot lamp, undersealed and in new condition throughout; best offer over £800.—F. W. Parkin, Carlton Terrace, South Cliff, Scarborough, Yorks. Tel. 2762. [8822

Austin A70 and A90 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

RICHARDS & CARR buy Austin A90.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

TOP price paid for A70 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

AUSTIN EIGHTEEN

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1939 Austin 18 Iver saloon, 7-seater limousine, one private owner, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

7-passenger 1938 Windsor Saloon, black, leather throughout, magnificent condition, certified mechanically. £450. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.

£485!!!—Dear but worth it; Austin 18 Windsor 1939/40 7-passenger long chassis, the most beautiful specimen vehicle we have had with interior original and like new, small mileage, beautiful bodywork and ready for immediate use; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Eighteen Cars Wanted

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN TWENTY

1938-9 Austin 24hp 7-seater limousine, low mileage, one owner, private.—Write, B.C.M./N.Z.A., London, W.C.1. [8954

MAYFAIR limousine black, face forward seats, leather throughout, very good condition; £250.—Golly's Garage, Earls Court Rd., S.W.5. Fre. 6373. [7951

AUSTIN A125 & A135

BENTALLS, Ltd.

1951 Austin Sheerline saloon, 18,000 miles; £745.—Kingston-on-Thames. Kingston 1001. [8943

SWANMORE GARAGE, Ltd., offer:—

1949 Austin Princess, black, immaculate, 24,000 miles; £885.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C4024

PHILIP RICKARDS, Ltd., offer:—

1951 Austin Princess saloon, black, 18,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1950 Sheerline saloon, heater and radio.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A125 Sheerline, sliding head, black/beige, heater, radio; £1,852/14/2.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

1952 Austin Princess saloon, black, low mileage; £1,195.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

FUNERAL Trade. New Sheerline Hearse immediate delivery; Write for Brochure. Note address.

ALPE and SAUNDERS (COACHBUILDERS), Ltd. Head Office, Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161. [8734

1951 (November) A125 Sheerline, 32,000 miles, black; £725.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 Sheerline saloon, superb condition, low mileage; £695.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1949 Austin Sheerline, black with beige leather, radio and heater, has been completely checked and serviced in our own workshops and is in perfect condition; £635.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

1949 Austin Sheerline saloon, black, fitted radio, heater, spotlights, etc., 30,000 miles only and as new throughout, suit connoisseur; £575.—Dudley & Cobbold Automobiles, 208, 210, 216, The Broadway, Wimbledon, S.W.19. Liberty 7576. [8886

AUSTIN Sheerline saloon, first regd. April 1951, black with beige leather upholstery, fitted heater, radio and twin spotlights; carefully maintained by one owner; £680.—Seen at our St. Thomas Street Showrooms. Adams & Gibbon, Ltd., Newcastle-upon-Tyne. Tel. 28281. [8644

LIMOUSINES—selected privately chauffeured partitioned 7-passenger Sheerlines, small total mileages, selection from £985.

6000 miles only, 1952, partitioned black Limousine, forward occasionals, definitely first class condition, unblemished. £1250. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

H. A. SAUNDERS, Ltd., Golders Green, require Sheerlines and Princesses for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

7-SEATER Sheerline Limousine required—cash waiting. Alpe & Saunders Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

J. DAVY, Ltd.

1936 10hp Sherborne de luxe saloon, one owner, guaranteed 35,000 miles; £199.

1939 14hp Goodwood, one owner, 59,000 miles, quite as new; £275.

1948 (November) 16hp sliding head saloon, one owner, radio, heater, 30,000 miles only; £475.

1953 A30 4-door, heater, duo-tone coachwork, wheel discs, low mileage; £485.

1953 (September) A30 4-door, heater, 1,900 miles only, one owner, as new; £499.

1951 7-seater hire car, taxed and used as private car by one owner, 12,000 miles; £795.

1951 (August) Princess Mark II saloon, radio, heater, loose covers, superbly kept by one chauffeur for fastidious owner, 25,000 miles; £995.

180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

Austin Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN Iver or Windsor wanted, must be clean, cash.—489, Bordesley Green, Birmingham, 9. [8779

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel Weybridge 233. [0541/R

XXX H. F. Edwards offer immediate cash for good Austin cars; details please to—Edwards Garage, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

Austin Spares and Service

A
FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0232

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 18, Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

AUSTIN, the main agents, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

AUSTIN, spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12 Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155 [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

C
M
CAR MART, Ltd.

1950 Bentley 4¼-litre Freestone & Webb saloon; £2,850.

CAR MART, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

JACK OLDING, Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—

1952 (Oct.) 4½-litre large bore big boot standard steel saloon, grey/grey hide, 20,000 miles; £3,500.

1951 (June) 4¼-litre standard steel saloon, 2 shades of grey/grey hide; £2,650

1950 (June) 4¼-litre standard steel saloon, black/beige leather, one owner; £2,350.

1950 4¼-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 (March) 4¼-litre 2-door Countryman saloon, 2 shades of grey and polished wood, grey leather; £2,350.

1949 (Aug.) 4¼-litre standard steel saloon, black and blue with blue leather; £1,975.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

BENTLEY (3½, 4¼-litre and New 4½-litre)

J
B
JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1953 4-door saloon by James Young, painted burgundy and beige and upholstered in cream hide, 7,000 miles; price £5,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1082

RAYMOND WAY.

RAYMOND WAY, Seven Kings Branch,

RAYMOND WAY, the hire purchase specialists.

469gns.—1935 Bentley 3½-litre DK series, ride control chassis Park Ward 4-door sports saloon, finished in Tudor grey with blue interior, whole car in superb condition, first-class A.A. report; £165 deposit, balance 18 months.—Raymond Way, 773, High Rd., Seven Kings, Essex. Seven Kings 4066. [8737

P B. Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, blue leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 standard steel saloon, Tudor grey with grey hide, 7,000 miles; £3,950.

1952 standard steel saloon, small boot, moss green with beige hide, 19,000 miles; £3,250.

1951 4.6 standard steel saloon, black and grey with blue hide, 27,000 miles; £2,750.

1951 Mark VI standard steel saloon green with green hide, 52,000 miles; £2,550.

1950 Mark VI standard steel saloon, black with brown hide, 50,000 miles; £2,500.

1949 Mark VI standard steel saloon, black with beige hide, 59,000 miles; £2,200.

1948 Mark VI standard steel saloon, maroon with beige hide, 60,000 miles; £1,950.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

H. A. FOX & Co., Ltd.

OFFICIAL Bentley retailers.

1947 very low mileage (28,084) Mk. VI S.S. Bentley saloon in exceptionally good condition; complete equipment; will pass any test (B.511); £1,800.

OCT., 1952 Bentley R type S.S. saloon in tudor grey with red leather, mileage only approx. 9,000; this is an unusually good car and will be available about the end of March (B.507) £3,750.

H. A. FOX & Co., Ltd.,

3-5, Burlington Gardens,

OLD Bond St., W.1.

TELEPHONE: Regent 7687. [8867

MANN EGERTON & Co., Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers

1952 Bentley 4.6-litre steel saloon, velvet green with beige leather upholstery, 31,000 miles; £2,950.

1950 Bentley H. J. Mulliner special sports saloon, black with beige leather upholstery, 36,000 miles; £2,850.

1950 Bentley steel saloon, black with brown leather upholstery, 34,000 miles; £2,450.

MANN EGERTON & Co., Ltd.

14, Berkeley St., W.1. Hyde Park 2073. [C2006

TAYLOR & CRAWLEY offer:—

1948 Bentley P.S.C. saloon, immaculate throughout, full and very satisfactory history; £1,795.

1948 Bentley P.S.C. saloon, very well maintained; £1,695.

HYDE Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

MAIDSTONE ENGINEERING Co.

1938 Bentley 4¼-litre Park Ward Sportsman's saloon recently refinished in black with light blue centre panels, the interior is upholstered in powder blue leather throughout with the original carpets to match, this car is without doubt one of the finest and certainly the most attractive Bentleys we have ever handled, open to any trial, photograph sent to genuine enquiries; £950

1935/6 Bentley 3½-litre, similar to above but finished all black with fawn leather interior, etc.; £675.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

PHILIP RICKARDS, Ltd., offer:—

1937 Bentley 4¼-litre Park Ward saloon, black/grey, in excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3 [C3051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre CW series Park Ward sports saloon; £575.

1934 (Dec.) 3½-litre CR series Park Ward sports saloon; £525.

BOTH the above have had recent major overhaul.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

SWANMORE GARAGE, Ltd., offer:—

1952 Bentley sports saloon; £2,975.

1950 Bentley 4¼ Mk. VI steel saloon; £2,465.

1949 Bentley 4¼ full r/e saloon by Freestone & Webb; £2,695.

1934 Bentley 3½ 2-door sports saloon by Salmond; £650.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345 [C4024

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. [C4073

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1948 (July) Bentley Mk 6 standard steel saloon, overhauled, excellent history; £1,695.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,725.

COOMBS & SONS (GUIDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BENTLEY 3½-litre 4-door saloon, 1935 (November); £425.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Bentley Mk. VI standard steel sal., most attractive colour scheme, black and grey with grey hide, one owner, 26,000 miles only, perfect car, full history available; £2,750.

1951 Bentley Mk. VI standard steel sal., black, red leather, one owner, 46,000 miles, an exceptionally well-kept car; £2,650.

1950 (Dec.) Bentley Mk. VI standard steel sal., black, beige hide, one owner, 49,000 miles, chrome wheel discs, chauffeur driven, outstanding condition; £2,475.

ALL the above cars were supplied new by us, have been fully serviced and carry a written guarantee.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936 [C2010

1951 (June) Bentley Mark VI saloon, 28,000 miles.—Weybridge 600. [C4023

1934 Bentley 3½ saloon; £395.—Anthony Crook, Caterham Hill, Surrey. [C1063

CASS'S MOTOR MART.—1936 (Sept.) 4¼ Park Ward drop head coupe, outstanding condition.

1937 Bentley 4¼ Park Ward saloon, superb.—3, Warren St. W.1. Euston 4110. [C1040

£1475—1947 (November) Mark VI steel saloon, black, one owner.—Valentine 4674 after 6. [C2018

1937 4¼ Park Ward saloon, black, brown leather, in superb condition; £745.—George Pitt Motors, Ltd., Whitstable 2244. [8945

1934 3½-litre Park Ward sports saloon, P.100s, discs, bumpers, taxed; £425.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361

1937 3½-litre Park Ward saloon, in black and silver grey, checked by makers and in superb condition throughout.—Machin, Kennedy House, Kingsland, Shrewsbury. [8634

1935 (March) Bentley 3¼-litre Park Ward saloon, excellent condition throughout; £565.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1951 Bentley 4¼-litre James Young 2-door saloon, black, beige hide, moderate mileage, immaculate; £3,000.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811 [C4011

1951 (July) Bentley, all-steel saloon, maintained entirely by Bentleys, black, one owner; £2,650.—Halls Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [8744

1952 Bentley (June), large bore, 2-colour grey, radio and heater, white wall tyres, 17,000 miles.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1952 Bentley 4½-litre standard steel saloon, super condition, shell grey, private owner from new; £2,850.—Henry Poole & Son, Ltd., 21, Hunters Rd., Birmingham, 19. Tel. Northern 0346. [8351

BENTLEY (3½, 4¼-litre and New 4½-litre)

1936 Bentley 4¼-litre, modern looking saloon body, by Thrupp & Maberly, excellent mechanical condition; £875.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1947 (Sept.) Bentley 4¼-litre Mark VI standard steel saloon, black with brown leather upholstery, sunshine roof, fitted with radio, heater, demister and windscreen washer, immaculate condition; £1,950.

THREE months' comprehensive guarantee; part exchange and hire purchase.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [8617

BENTLEY 1937 4¼ Park Ward blue saloon, speedometer reading 45,000, one owner, in very good condition throughout; £895.—Ryland Garage, Ltd., Ryland St., off Broad St., Birmingham, 16. Edg. 1166-7. [8699

1953 Bentley Standard S. saloon, black, brown leather, one owner, 4,300 miles, guaranteed correct, guarantee transferable, immaculate; £3,850.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq., W.1. Grosvenor 4747. [8951

£595!!!—Bentley 3½-litre special sedanca coupe, 4/5-seater immaculate throughout, bills for £300 overhaul, first registered November, 1934, but looks in post-war condition; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052

G. & M. ALFREDS (1936), Ltd., formerly Guy Alfreds.—1939 Bentley 4½-litre, fitted and magnificently aligned Hooper Satan concealed drop head foursome overdrive, coachwork recently recellulosed by Messrs. Hooper, superb order throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

BENTLEY 1948 standard steel saloon, finished black with beige leather, radio and heater and fitted with all up-to-date modifications, wheel spats, etc.; whole car in immaculate condition; Bentley service maintained, recorded mileage 42,000, very highly recommended at £1,950.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [8283

£950—Late 1938 Bentley 4¼-litre chassis with Gurney Nutting coupe coachwork, in dark blue, interior trimmed in blue-grey leather, host of extras, mechanically rebuilt and maintained regardless of cost; one of the most beautiful cars on the road.—Elm Garage, Elm Grove, S.W.19. Wimbledon 0472/4825. [8944

SUPERB H. J. Mulliner 4-door special streamlined saloon on 1949 Mk. VI chassis; modern Continental styling with big boot; black/beige leather; 49,750 miles, excellent order throughout; full history and photograph available; £2,395; would consider Bentley standard saloon in part exchange.—Allens of Bristol, Berkeley Sq., Bristol, 8. Tel. No. 22514. [8648

ROLLS-BENTLEY 1935 3½-litre Freestone and Webb all weather tourer, impeccably maintained and in virtually mint condition; £485 nearest; also 1936 4¼ Park Ward sports saloon with a detailed history; and 1935 3½ with similar coachwork; a number of pre-war Bentleys is constantly available from stock; details upon request.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188/2635. [8894

EVANS & O'MALLEY offer 1949 Bentley Mark VI razor-edge saloon by Freestone & Webb, finished in black with red hide upholstery, fitted H.M.V. push-button radio, heater and electric rear blind, this body was built to special order of one previous owner, and the complete vehicle costing £6,700 maintained by Bentleys with excellent history, nominal mileage, one of the most exceptional post-war Bentleys offered; £2,700.—Lowndes Sq. Knightsbridge S.W.1. Sloane 1353 and 1709. [6502

XXX Quite outstanding 1937 (October) Bentley 4¼-litre, fitted with really superb and beautifully aligned folding head 4-seater 4-window sports coupe body with commodious rear boot by Messrs. James Young; this truly exceptionl car is finished in maroon with soft red leather upholstery and carpets to tone; it is fitted with radio, heater, discs, twin horns, etc., and is a car which must be seen to be appreciated; it is of outstanding appearance with a delightful performance; thoroughly recommended; £875; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

4¼-litre Park Ward 1938 Sports Saloon, exceptional throughout, black, opportunity. £965. Another Sports Thrupp with boot (registered 1937), delightful condition, immaculate. £735. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

C

M

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

REQUIRED, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Bentley Cars Wanted

DROP head coupe on 3½ chassis required at reasonable figure.—Write with photograph, Capt. Dresillian, c/o Simmons, 12, Rex Place, W.1. [8865

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys Tel. Weybridge 233. [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace S.E.19. Livingstone 3362. [0062/R

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W3030/R

WANTED urgently, 1953 Bentley standard saloon, low mileage, preferably with high compression head; please send full particulars with lowest cash price to Box 6847, Knox and Hardy, Ltd., 24, Tudor St., London, E.C.4. [8949

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

BOND MINICAR

BOND Minicar, 1952, 197cc, mileage 8,000, self-starter, extras.—Post Office, Oddington, Glos. [8815

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

A

ANTHONY CROOK.—New 403 cars in stock, most colours, side by side to chose from

ANTHONY CROOK.—Largest selection of reconditioned used Bristols in the country.

ANTHONY CROOK.—1953—403, specially tuned in our racing department, 10 to 110 m.p.h. in top gear, guaranteed.

ANTHONY CROOK.—1954—404, carefully run in, many extras; £3,450.

ANTHONY CROOK.—1952—401 special coachwork, this car will have an instant appeal to a customer requiring a large 5-seater car on the famous Bristol chassis, lavishly equipped, many special features; £1,595.

ANTHONY CROOK, 1948—400, grey, heater, radio; £865.

ANTHONY CROOK.—Numerous 400 and 401 cars at present being kept over and reconditioned as necessary, will be available shortly. Tell us your requirements, any make taken in exchange.

ANTHONY CROOK, leading distributor since the cars origin, all spares, factory reconditioned units, etc., ready for immediate fitting, buy where real service is given; trade enquiries welcome; distance no object, chauffeurs collect and deliver anywhere.

ANTHONY CROOK MOTORS, Caterham Hill, Surrey, Caterham 2232. Head office, sales, works and stores, open 8 a.m. to 5 p.m. Saturdays until 12, also

ANTHONY CROOK MOTORS, Showroom for callers only, 14-16, High St., Esher, Esher 4580. Open 9 a.m. to 6 p.m. including Saturdays (any other time by appointment). [C1063

L. F. WARD, Ltd.

1953 Bristol 401 saloon, 11,000 miles only, extremely clean car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath Tel. Thornton Heath 3347. London office: Mayfair 0146 [C4043

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Bristol 400, radio, heater; £950.

1949 400, green with beige leather, fitted with heater, radio and 401 engine modifications; £925.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9 [C1057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BARTLETT.—Bristol 1948/49 type 400 saloon, many extras; £925.—27a, Pembridge Villas, W.11. [C1013

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black, £975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011 [C2015

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [W2040

BARTLETT will pay more for good Bristols.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

B. & K. THOMAS, Ltd., 17/19, Loughborough Rd., West Bridgford Nottingham, Tel. 84736, official Bristol retailers, require good used 401 Bristol saloon. [5205

XXX H. F. Edwards offer immediate cash for good Bristol cars; details please to—200, Great Portland St., London W.1. Tel. Langham 0012. [W2003

B.S.A.

£110—Scout 4-seater, 1938.—Shotton, 19, Horton Ave., Stretton, Burton-on-Trent. [8665

£140—B.S.A. Scout 1936 2-seater, very good condition, recent rebore, etc.; offers considered. —Tel. Bexleyheath 5545. [8299

125gns.—B.S.A. Scout, 1939 series 6 10hp 2-seater; choice of 6 Scouts; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

BARTLETT.—Bugatti, one of the rare 57 SC 130 mph coupe, almost unmarked; £895.—27a, Pembridge Villas, W.11. [C1013

UNUSUAL vintage Bugatti recently imported, typically French 2-door coupe with supercharged 33hp 8-cylinder engine, low mileage and good condition; £585.—Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. [0071/R

BUICK

RHD 1951 Buick, super, black, all extras.

RHD 1947 Buick, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

CAMDEN MOTORS offer the following Buicks:—

SUPER Eight saloon, 1947 model right-hand-drive, maintained by concessionaires, moderate mileage, all extras; £645.

VICEROY saloon, 1939, same private owner last 10 years, engine reconditioned last year, six almost new Fort Dunlop tyres; £295

SUPER Eight drop head coupe 1938, Fisher body, very attractive appearance, radio, heater, Tygan seat covers; £195.

ALSO a Carlton model at the same price.

VICEROY saloon 1938, recellulosed in silver grey and fitted all new tyres, very carefully maintained; £195.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., have available the following in their showrooms:—

1952 Buick, right-hand drive, colour dark blue, radio, heater; this car has only done 14,000 and is as new.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. [8606

1939 Buick Special in immaculate condition, leather upholstery; £285.—Tel. East. 4123. [8714

1948 Buick, 41,000 miles, excellent condition; £675.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

BUICK

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1939 Buick Viceroy saloon, one owner, as new, 1952 condition.—6-7, Warren St., W.1. Euston 3268 [C1005

£265.—1939 Buick 4-seater fixed head coupe, a very impressive looking car for a modest outlay; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£275.—1940 Nov. Buick Special 30hp 5/6-str. saloon, one owner, real hide interior, only covered 50,000 miles, chauffeur driven; terms, exchanges.—12, Church St., Luton 4212. [8912

1952 Buick l.h.d. special de luxe 4-door saloon, fitted Dynaflow, radio, heater, windscreen washers, in magnificent condition throughout.—Harry Martin, 23, Devonshire Place Mews, W.1. [8958

ROSE & YOUNG, Ltd., offer—1939 Buick Viceroy saloon, beautiful condition, black; £285.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464 [C3057

1949 Buick Roadmaster Riviera convertible, power-operated throughout, Dynaflow, radio, heater, immaculate; £1,045.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

A QUITE outstanding Buick Empire saloon will become available in a few days' time; this car has been most fastidiously maintained since new in 1937 and has had only one owner; recently completely overhauled at a cost of over £200; price, £295.—Offord & Sons, Ltd., 67, George St., Portman Sq., W.1. Wel. 6899. [8969

LIMOUSINE, 1938, partition, forward occasionals, genuine low mileage, black, magnificent condition throughout, unrepeatable. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

SIMPSON'S offer:—

1951 Cadillac Model 61, Hydramatic, radio, heater, whitewall tyres, all extras, black.

1947-8 Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1947 Cadillac convertible, grey, Hydramatic, red hide, heater, radio, new hood; £795.

1949 Cadillac convertible, property of Royalty from new, 32,000 miles, power operated hood, electrically operated front seat and windows, white wall tyres, Hydramatic drive, red hide upholstery, as new throughout.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., have available in their showrooms:—

1951 Cadillac 6219 4-door sedan, colour black, fitted with radio, heater, nylon loose covers, White Sidewall tyres, and this car has only done 16,000 miles and is as new.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. [8607

1949 Cadillac o.h.v., also 1951 and 1952 60 Specials.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 (November) Cadillac model 62 sedan, radio, heater, nylon covers, 18,000 miles, brand new condition.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

1952 Chevrolet 2-door, dual brown, fitted with all extras.

1951 Chevrolet de luxe, 4-door, all extras, green, 20,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015

CHEVROLET

1953 Chevrolet 4-dr. saloon de luxe, l.h.d., Powerglide transmission, 1,700 miles only, heater, seat cover, £1,395.

1949 Chevrolet Styleline 4-dr. saloon, l.h.d., radio, heater; £745.

1949 Chevrolet Styleline 2-dr. saloon, r.h.d., heater; £1 095

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1951 Chevrolet low mileage, colour black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

RHD 1951 Chevrolet de luxe 4-door sedan, one owner, 14,000 miles only, in new condition throughout.—Valentine 4674 after 6. [C2018

1952 Chevrolet Styleline saloon, 14,000 miles only, immaculate condition, radio, heater, covers; £1,150.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane. (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

SIMPSON'S offer:—

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015

£465!!!—1950 (reg.) Chrysler Plymouth 20hp special sports coupe, spotless condition, just had £150 overhaul including reconditioned engine, looks a million dollars and performs magnificently.—Below.

£155!!!—1926-7 Chrysler 20 saloon, with overdrive, excellent, economical 6-seater; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Chrysler New Yorker, left-hand drive, immaculate condition throughout, low mileage, radio and heater, semi-hydramatic fluid-drive; £1,525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

Chrysler Cars Wanted

AUTOSALES (LONDON) Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTOSALES (LONDON) Ltd

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mai. 5555-2155. [0496/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 7, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361/R

CHRYSLER and Dodge parts and reconditioned units also sheet metal parts, all models 1935-40, repairs by experts.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [8352

CITROEN

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Citroen Light 15 saloon, original black cellulose, really immaculate leather interior, faultless mechanical condition, one change of ownership from new, negligible mileage; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock. —50, Vauxhall Bridge Rd., S.W.1 Vic 2211. [0756/R

JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers; new models from stock; several exceptionally fine post-war used models

EXCHANGES deferred terms.

173. Westbourne Grove, London, W.11. Bay, 4274. [C4036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

GUY SALMON AUTOMOBILES offer:—

1953 Citroen Light 15, black/red leather, large boot model, low mileage; £765.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Citroen Light 15, mileage under 1,000, grey, and red leather; £895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [4734

£335.—Light 15 sun saloon, 1947, any trial; h.p./exchanges.—37, Bury Old Rd., Prestwich 2152, Manchester. [8544

£195.—1938 Citroen Light 15 saloon, very good condition.—59k, Netherhall Gdns., N.W.3. Hampstead 5732. [8957

1948 l.h.d. Citroen Light 15; £265.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

£215!!!—1939 Citroen Light 15 saloon, similar to late post-war series, smart serviceable car, goes particularly well

£595!!!—1951 Citroen Light 15 saloon, one owner and in immaculate order throughout, practically faultless mechanically.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. – [C1035

1950 Citroen Light 15 saloon, grey, red leather, one owner, 21,000 miles, all new tyres, snip; £485; terms, exchanges.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

£295!!! Citroen 15 de luxe special long chassis 7-seater saloon, ideal economical car for large family; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Citroen Light 15 saloon, sun roof, Galley heater loose covers, immaculate condition; £575.—Sargent & Collins, Bromley, Kent. Imperial 2242. [8556

1953 Citroen Light 15 sun saloon, one owner, excellent condition, heater and bench type front seat; £765.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

CITROEN (June, 1951) Light 15 saloon de luxe, finished black with red leather, one owner, moderate mileage, complete overhaul by makers last August, receipts shown; £595.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301 [8282

1949 Citroen Light 15, black, de luxe saloon, moderate mileage, absolutely immaculate, fully guaranteed; £485.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811 [C4011

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £475.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4611. [C4040

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models.—Ring Speedwell 9761, Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1950 Citroen 6-cylinder saloon, metallic grey, red leather, 30,000 miles, one owner, excellent condition throughout; £595.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. [2061

ROYS offer 1946 Citroen Light 15 saloon, black, amazingly good coachwork and performance taxed; £345; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

445gns.—Citroen Light 15 1949 sports saloon, birch grey, grey leather, one owner, unmarked; choice of 2 Light 15s; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 (Feb.) Light 15, grey/red leather, sun roof, heater, one private owner, very carefully maintained, low mileage, water/oil gauges, Marechal fog lamp, reversing lamp, aluminium cyl. head cover, excellent condition; seen near Windsor; £585 o.n.o.—Box 4434 [8956

Citroen Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REALLY good Citroen required.—Stradling, 30, Harley House N.W.1 [W1086

REQUIRED, good used Citroens.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years: repairs, overhauls and spares.—Tel. Croydon 3131-2 [0187/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr service. [7264

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.E.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr; all spares stocked. [0585/R

DAIMLER

GE

1937 very outstanding Daimler New 15 16.2hp, fitted superb razor-edge 4-door 4-light close-coupled sportsman's coachbuilt saloon body, with sliding roof and most graceful swept tail incorporating spacious luggage compartment, a lovely design of long flowing lines, finished beautiful unmarked black cellulose with contrasting cherry red coachlines and brake drums, finest rich cherry red leather upholstery, new loose covers and carpeting to tone, magnificently polished interior woodwork with inlaid highly burnished copper instrument panel, equipped pre-selector gear box, traffic-clutch, automatic chassis lubrication, sports coil, twin tone horns, pass/fog lights, twin stop/tail lights, reversing light, twin demisters, bug deflector, cigar lighter, concealed ashtrays, etc., mechanically magnificent, recent complete chassis overhaul by Daimler Co., Ltd., all bills available for over £450, just decarbonized, tuned and fully serviced throughout, excellent tyres and battery, spotless engine, a really wonderful car; written guarantee; £298; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

CAR MART, Ltd.

1953 Daimler 2½-litre Consort saloon, heater; £1,295.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

GUY SALMON AUTOMOBILES offer:—

1952 Daimler 2½-litre, fitted Hooper 4-door Express saloon body, cost new over £4,000, 14,000 miles only, grey and black/grey leather, a superb quality motor car at a considerable saving under cost; £2,250.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe (1951), black and silver, blue leather; £1,495.

DAIMLER 2½-litre Conquest saloon (1953), green, beige leather; £1,295.

DAIMLER 2½-litre Consort saloon (1953), green, green leather; £1,295.

DAIMLER 2½-litre saloon (1948), black, brown leather, reconditioned; £750.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

BROOKLANDS: Individuality new and used cars.

1953 Daimler 2½ Consort saloon, 8,500 miles.

BUY or sell your car with confidence.

103. New Bond St., London, W.1. Mayfair 8351-6. [C1029

COOMBS & SONS (GUILDFORD), Ltd., offer:

1948 Daimler 2½-litre Consort, grey with blue leather, 38,000 miles, one owner since new; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CAMDEN MOTORS offer the following Daimlers:—

1950 drop head coupe, Barker foursome body, superb condition; £795.

1949 drop head coupe, similar to above model, one wealthy owner, smart maroon finish, moderate mileage; £695.

1949 2½-litre saloon, dark green with interior leather upholstery to match, very carefully used by one wealthy family, chauffeur driven; £595.

1939 2½-litre sports saloon, one owner past 9 years, almost entirely original; £115 bills for mechanical overhaul; £295.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue [C1035

1947 Daimler.—Anthony Crook, Caterham 2232. [C1063

1935 Daimler 15, immaculate condition, Mulliner body; £150 o.n.o.—Vigilant 9004. [8948

1952 Daimler Consort, one owner, genuine 13,000 miles, guaranteed, air conditioning; £1,095.

RIPCO, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair London W.1. Hyde Park 2952-3-4. [C3052

DAIMLER 1949 2-litre sports saloon, exceptional condition; £350.—Bartlett, 27a, Pembridge Villas, W.11. [C2013

1948 model 2½-litre saloon, black, one owner, spotless; £550.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

DAIMLER

DAIMLER LQ3 limousine 7-seater, partition, exceptional condition; £350; by appointment.—12, Weymouth Mews, W.1. Langham 1991. [8569

CAMDEN MOTORS for limousines—the largest selection in the country—65 in stock, including Daimlers.—See advert. page 77 this issue. [C1035/1

1947 Daimler 2½-litre saloon, radio, heater, low mileage, immaculate throughout; £575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [C3006

DAIMLER, 1949 (April) 2½-litre saloon, black/red upholstery, one owner only, mileage under 21,000, three months' guarantee; £645.—The Barnstaple Motor Co. Tel. 2264. [8707

1950 Daimler 27 saloon, black, spotless condition, 22,000 miles, body by Freestone & Webb, fitted with riding cloth seat covers.—Brands (Richmond), Ltd., Richmond Yorkshire. [8526

KENTISH & THOMSON, Ltd.—1938 Daimler 15 saloon, black with blue leather and seat covers; carefully maintained car; £325.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

1953 (August) Daimler Conquest saloon, 9,000 miles, radio, heater, etc., positively as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1939 Daimler 2½-litre sports saloon, recent factory overhaul; any examination or trial; £375.—Sargeant & Collins, Bromley, Kent. Imperial 2242. [8933

£395.—1935 series 2½-litre Daimler 4-light sports saloon, immaculate; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 (May) Daimler special sports coupe, overdrive, excellent condition, new hood; £1,135.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4036

LIMOUSINE exceptional '39 E.L.24, regd. '53, face-forward occasionals, black, stored 10 years; £675; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

DAIMLER 1952 (June) 4-door saloon, black, brown leather, one owner since new, radio and heater, in really magnificent condition; price, £1,000.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq., W.1. Grosvenor 4747. [8950

4800 miles guaranteed.—1951 Consort, taxed, new Dagenite battery just fitted, radio, floor covers, heater, in every way indistinguishable from new, in blue with blue upholstery; £1,285.—Fuggle, Bushey Heath Herts, 1685. [C2017

165gns.—Daimler New 15 1937 16.2hp foursome drop head coupe, leather, pre-selector, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DAIMLER 15 saloon, 1935, black, grey interior, recent extensive overhaul including engine cost nearly £150, a most outstanding bargain; £145.—Spur Garage, Ltd., Bushey Rd., Raynes Park. Liberty 4852. [8888

DAIMLER saloon, 2½-litre, first registered November, 1946 one owner, carefully maintained and sent to Daimler Company when necessary, very low mileage, blue cellulose and upholstery; £475.—Seen Caversham Bridge Service Station, Caversham. Reading 71725. [8807

£222!!! Daimler 15 special sports coupe, one of those rare and beautiful specimen cars, literally wrapped in cotton wool all its life; impeccably chauffeur maintained, one ownership in log book since 1940, impossible to find another like it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LIMOUSINE, exceptional 1939/EL.24, partition, forward occasionals, black, privately chauffeured, mileage 35,000, immaculate. £635. selection from £545. First class condition.

£225 partitioned Limousine, 1936/32hp, forward occasionals, exceptional chassis, ready service, bargain.

LIMOUSINE (outswept tail), magnificent condition, 1937/32hp, widest occasionals, certified mechanically, ready service. £465. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Daimler Spares and Service

KINGSTON-ON-THAMES Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2 [84053/R

DAIMLER and Lanchester specialists.—Debnam Motors 17, Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0236/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0686

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. B. Taneborne & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1 Sloane 4665 [0713/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DELAGE

METCALFE & MUNDY, Ltd.

1950 special show model Delage, most attractive streamlined drop head coupe by Guillore of Paris, Mediterranean blue with blue hide upholstery, radio, Cotal gear box, 29,000 miles, very fast, economical and elegant car; £875.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Delage Spares and Service

SELBORNES, world concessionaires,

IN association with

WIMBUSH.

SPARES supplied; engine and body repairs; tuning.

REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0659/R

DELAHAYE

DELAHAYE 135 MS 1940 Sedanca, superb performance; £695.

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WIMBUSH/SELBORNE, Headfort Place, S.W.1. Slo. 0151. [8696

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

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SELBORNES, world concessionaires,

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REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0660/R

D.K.W.

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NEW Sonderklasse D.K.W. 4-seater coupe, now available for demonstration.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2050

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1938 Master de luxe cabriolet, black and green.

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1938 fixed special saloon, all panels renewed, rechromed, reupholstered, resprayed, crimson and black, crimson interior.

1938 special cabriolet, body poor, engine and gear box beautiful; reasonably priced and good value.

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LARGEST importers of genuine D.K.W. spares: write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines). [5608

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DODGE specialists, repairs; spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12 Tel Balham 2234. [0362/R

DYNA-PANHARD

ROSE & YOUNG, Ltd., offer 1951 model Dyna-Panhard 7hp 4-door saloon, 2-colour blue; £450.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1952 (delivered November, '51) Dyna Panhard type 120 745cc saloon, 7,000 miles, outstanding performance includes over 80mph with safe handling qualities equalled by no other standard small saloon, cost over £1,000, ideal rally car; £545; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

FIAT

1939 1100 saloon, new crank, etc.; £185.—G. A. Brooks, Ltd., Edenbridge, Kent. [C1084

S. & S. MOTORS.—1937 500 cabriolet, resprayed blue, reconditioned engine, new hood, excellent car; £175.

S. & S. MOTORS.—Late 1939 500 cabriolet, black, upholstery leather, good mechanically, taxed year; £190.

S. & S. MOTORS.—1939 500 cabriolet, maroon, fitted radio, bumpers, taxed; £195.

S. & S. MOTORS.—1942 500, hard top, reg. 1952, roof rack, bumpers, spot light, l.h.d., one owner; £240.

S. & S. MOTORS.—1938 500 cabriolet, black, many extras, excellent condition; £185.

ALL above seen and demonstrated at 165a, Westbourne Grove, W.11. Bayswater 1644. [8546

FIAT

1939 Fiat 1100 saloon; £210.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

1951 Fiat 500C ohv saloon, superb condition throughout, registered 1952, heater; £498.—Box C4409. [8835

500B ohv 1949 2-seater saloon; £399; terms, exchanges.—Rudds, Adjoining Central Station, Worthing 7773. [8841

MAYFAIR GARAGES, Ltd., offer the complete Fiat service—sales, purchases, renovations, repairs, servicing, spares.—Below.

MAYFAIR GARAGES, Ltd., hold what is probably the largest stock of used Fiat cars in the world, all plainly price-ticketed in our showrooms.—Below.

MAYFAIR GARAGES, Ltd.—Used post-war 500s from £315 to £495.—Below.

MAYFAIR GARAGES, Ltd.—Used pre-war 500s from £145 to £335.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 1939 second series 500 convertible coupes, finished in customer's choice of colour, delivery 3/4 weeks; £325.—Below.

MAYFAIR GARAGES, Ltd.—Staff of skilled mechanics handle thousands of Fiat jobs annually; your satisfaction assured.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive literature, price list and copy of Road Test report gladly sent on request.—Below.

MAYFAIR GARAGES, Ltd (Fiat Sales and Service), Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-1. [C3009

1939 Fiat 500 convertible, metallic blue interior, tyres, hood, etc., very good; first at £185.—Reid, 84, Bedminster Rd., Bristol 64752. [8812

A SPECIMEN Fiat 1500 pillarless saloon, 45,000 miles since new; £225; terms, exchanges.—45, Park Rd., Hampton Hill, Middlesex. Molesey 913. [C4069

245gns.—Fiat 12, Oct. 1940, long chassis 4-door pillarless saloon, silver grey, sliding head, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195gns.—Fiat 500, 1939 model, convertible coupe, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

C. V. RUSHMER the Fiat specialist, offers latest New Eleven Hundred saloon, 5,000 miles, showroom condition; 1952 500C Belvedere station waggon; April 1949 1100 saloon; 3 months' guarantee.—39, Holland Park, W.11. Park 5731. [C3061

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

S. & S. MOTORS pay more for Fiats.—165a, Westbourne Grove, W.11 Bayswater 1644. [7296

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6, Sats. 9-1. [0632/R

S. & S. MOTORS, Fiat 500cc spare stockists, retail and trade replacement service units.—165a, Westbourne Grove, W.11 Bay 1644. [0136/R

FIAT (ENGLAND) Ltd., Water Rd., Wembley, sole licensees for the United Kingdom are only source of genuine Fiat spares and service.—Tel Perivale 5651. 'Grams: Fiat, Wembley [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used; reconditioned bench-tested engines, starter motors, dynamos, radiators; springs, in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [C1071

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx (Opp. Bus Depot.) [0099/R

AUTOMOBILIA, Ltd., offer:—

£325.—1949 Ford Anglia de luxe saloon, black, brown vynide, low mileage, one owner, in new condition throughout; also choice of two others from £275.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/3891. [C1089

1946 Ford Anglias, choice of 3; from £245.

READ BROS MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Anglia saloon, green, 10,000; £395.

56, Park Lane, W.1; Hyde Park 4866. 374, Ealing Rd., Alperton, Middx; Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. [C1066

1953 Ford Anglia saloon, one owner, as new, guaranteed; £395.—G. W. Wilkin, Ltd., 1, Weston Park Kingston-on-Thames, Surrey. Kingston 2241. [C4053

FORD (8 h.p.)

ARTHUR E. GOULD Ltd., 290-292 Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5 —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

PRIDE & CLARKE, Ltd.—1949 Ford Anglia saloons black/green, black/red, choice two from £289; 1947 black/brown, choice three from £259; 1946, black/brown, black/green, black/red, choice four from £239; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Eight Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Ford 8 or 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

WHY accept less for your Ford 8 saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2003

FORD POPULAR

W

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

FORD Popular saloon, first registered November, 1953, colour black, fitted spot lamp and blinking indicators, low mileage, regularly maintained, first-class condition; £370.

FORD Popular saloon, first registered November, 1953, colour Bristol fawn, fitted spot lamp and blinking indicators, low mileage, Perry serviced, condition as new; £370.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

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RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Ford 10 Prefect saloon, exceptionally clean for its age, recently fitted with a works reconditioned engine and Rotoflo shock absorbers; 199gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

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HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

1953 Ford Prefect, black red leather, one owner, 6,000 miles; £495.

W. J BROWN, Ltd., established over 30 years.

339, Finchley Rd. N.W.3. Hampstead 4414. [C1025

1953 Prefect, extras, just run in; £525.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1948 (December) Ford Prefect, superb condition; £315.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1947 Ford Prefect, black, one owner, exceptionally good appearance and mechanical condition; £325; also a 1948 expected in.

1939 Ford Prefect tourer, black, very good order throughout; £195.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1949 Ford 10hp 7-seater Martin Walter Estate car, one owner, sound condition; nearest £400.—Saint, Staunton, Gloucester. Staunton Court 378. [8804

1949 Prefect 4-door saloon, leather, guaranteed; £315; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

JACK ROSE, Ltd., offer 1952 4-door Ford Prefect in green, absolutely as brand new inside and out; £435.—Stafford Rd., Wallington Surrey. Wallington 6677. [C3056

ARTHUR E GOULD Ltd., 290-292, Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage exceptional; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1950 Ford Prefect 4-door de luxe, immaculate; £375.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

£225.—1941 Ford 10 Prefect 4-seater tourer, excellent runner, recellulosed, new hood; £75 down.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 Ford Prefect, Bristol fawn/red upholstery, moderate mileage, one owner, exceptional condition; £450.—John Whalley, Ltd., London Rd., Bishop's Stortford Tel 181-2. [C4051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

£125—Mid 1935 Ford 10 saloon, £55 spent this year body, brakes, steering, bills shown, splendid upholstery; no offers, no dealers, week-ends.—40, Jubilee Rd., St. George, Bristol. [8765

345gns.—Ford Prefect, November 1949, saloon, leather, one owner, excellent condition; choice of 5 Prefects; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1936 Ford 10hp 4-door saloon, leather upholstery, really well maintained car; any test or trial; £175 or £60 deposit, balance over 12 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

SCOTT CARS offer:—

1953 Ford Consul, leather, heater, immaculate; £625.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1953 Consul, Dorchester grey, low mileage; £625. —Park Garage (Molesey), Ltd., Hampton Court Way Molesey Tel. Molesey 6199. [C3037

1954 Consul convertible, blue, blue hide interior, fitted heater, 247 miles only; £930.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085 [C1085

1953 Ford Consul saloon, one owner, leather, immaculate, heater, low mileage, almost as new, guaranteed; £635.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [C4053

545gns.—Ford Consul, 1951 saloon, green, fawn leather, heater carefully used; choice of 2 Consuls; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Consul Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

WHY accept less for your Ford Consul saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

FORD ZEPHYR

W

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

FORD Zephyr Six saloon, first registered Jan., 1953, colour black with leather upholstery and heater, mileage 15,400; £680.

FORD Zephyr Six saloon, first registered Feb., 1953, colour green with leather upholstery, heater and radio, mileage 26,000; £675.

FORD Zephyr Six saloon, first registered Feb., 1953, colour black with leather upholstery, heater and radio, spot lamp and wing mirrors, 9,500; £685.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ALWAYS

FORD Zephyrs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd. 25, East Hill, Clapham Junction, S W.11. Batt 2252. [C3022

OVERSEAS CARS, Ltd., offer:—

1952 Ford Zephyr saloon, blue, hide upholstery, and heater, 8,000 miles only; £625.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £665. —Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [7878

C.M.I. CAR SALES (Pri 6623) offer:—

1952 (December) Ford Zephyr saloon, black, red leather upholstery, radio, heater, many extras, one owner taxed year, 12,000 miles, immaculate; £635.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd. N.W.3 [C1051

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Zephyr saloon, green, heater, 6,000; £675.

1953 Ford Zephyr saloon, black, heater, 8,000; £650.

1953 Ford Zephyr saloon, black, heater, l.h.d., 12,000; £585.

56, Park Lane, W.1; Hyde Park 4866. 374, Ealing Rd., Alperton, Middx; Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. [C1066

1954 model Ford Zephyr, black, red leather, heater, 3,000 miles only, as new; £725.

CHARLES FOLLETT, Ltd. Showrooms: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2019

FORD ZEPHYR

1954 Ford Zephyr, 1,500 miles, leather, heater, virtually as new; £765.

RIPCO, Ltd. (Fords Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952-3-4. [C3052

1953 (July) Ford Zephyr, black with red leather, radio and heater, one owner from new, 7,000 miles only; £695.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

1951 Zephyr saloon, leather, fitted radio, heater, loose covers, low mileage, guaranteed; £560. exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1954 Zephyr Six convertible, grey, red leather, fitted heater, rad. blind, screen washer, reverse light, genuine 1,000 miles only, licensed December; £940.—Ripleys, Ltd., Hamilton Rd., Bridlington. Tel. 2292. [8953

£695—Late 1952 Ford Zephyr, black with red leather, fitted heater and extras, mileage only 7,000, spare unused, 6 months' guarantee as per makers, genuine reason for disposal, a saving of £100 and immediate delivery; trade enquiries welcomed; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8913

Ford Zephyr Cars Wanted

TOP price paid for Zephyr or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZODIAC

J. DAVY, Ltd.

ZODIAC, 3,000 miles, new, under list.

180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

FORD (V.8)

B. J HUNTER, Ltd., offer:—

1950 Ford Pilot saloon, fitted heater, radio, etc., from £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel Gladstone 6305. [C2090

H. BEART & Co., Ltd., offer:—

1949 (September) Ford Pilot de luxe saloon, with radio and heater, recently fitted reconditioned engine, and in first-class condition throughout; £385.—102, London Rd., Kingston-on-Thames. Tel 3348. [C1081

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 (Nov.) Ford Pilot, blue and blue leather, heater, radio; £410.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9. [C1057

1939 Mercury saloon, radio, heater, many extras; £225 o.n.o.—Holford, 4, Queen Sq., Brighton. [8764

1950 Pilot, black, leather, H.M.V. radio and heater, in exceptionally good condition throughout; £425.—Campbell Symonds, Wembley 6262. [C1037

FORD Pilot saloon, heater, radio, new tyres, accessories; £365, terms.—Rogers Garage, Wellesley Ave., W.6. Riv. 2644 [C3054

1948 Pilot black, leather, heater, immaculate condition; £345.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3068

1950 (Dec.) Ford Pilot, black, with brown interior, heater, moderate mileage; £395.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1939 Ford V.8 de luxe saloon, finished in black with brown leather, heater, one owner; £225. —Eric Hayes, Ltd., 13, Bishops Bridge Rd. Paddington, W.2. Paddington 0289. [C2033

1950 Ford Pilot, radio, heater, black and brown leather, one owner, immaculate condition; £385.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition; £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1948 Ford Pilot, blue with blue leather, heater, radio, windscreen washers, spot lamp, tyres good, taxed December, in very good condition, 68,000 miles, can be inspected in London; what offers?—Apply Box 4395. [8876

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3 Ham 6041 [W4018/R

AMERICAN FORD

1941 Ford Mercury fitted with radio; £150.—Norton 14, West Halkin St., S.W.1. [8486

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd. Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

UTILITY—FORD OR OTHER BODIES

1947 Ford V.8 utility, excellent condition, well shod; £130.—Stevens, 17, Orchard Grove, Orpington. Orp. 2080. [8680

£125—1938 Ford 30hp 81a wooden body utility; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6., Hampstead 6490. [C1024

Ford Utility Cars Wanted

WANTED urgently, ex-W.D. Ford column change utility, preferably 16 seats; immediate settlement. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [W1024

FORD MISCELLANEOUS

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Feb.) Ford Consul, one owner, real leather, heater, radio, magnificent; £540.

1953 Ford Consuls, choice of colours, one owner, low mileage, specimen cars; £600.

1951 (March) Ford Zephyr, black/red, splendid condition, trial and test a pleasure; £520.

FORD Division, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Ford Spares and Service

NORMAND, Ltd

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0234

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [S3065/R

FRAZER NASH

1951 (late) Le Mans Replica, holder of 200-mile international Class E record, Montlhery, at 120 mph, exhibited last motor show, every conceivable extra down to radio and heater, whole car as new.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1954 Frazer Nash Targo Florio grand sport 2-seater, full all-weather equipment, huge luggage boot, fitted 144bhp engine (bench tested certificate available), only just run in, unique opportunity at £2,950; a considerable saving on list price; immediate delivery.—Anthony Crook, Caterham 2232/3, Surrey. [C1065

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

ELM AUTOSALES offer:—

£395—A connoisseur's type 326 Frazer Nash-B.M.W. saloon, beautifully cellulosed in silver grey, all chrome renewed, mechanically reconditioned by maker's agents, faultless throughout, a wonderful car to drive, far above the average.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

MAIDSTONE ENGINEERING Co.

1947-8 Frazer Nash-B.M.W. famous 328 roadster 2-seater, this car has had only two owners from new and has covered a genuine 29,000 miles (this is guaranteed in writing), the car is beautifully finished in British racing green with black leather interior, fitted with Scintilla magneto and six branch exhaust system, fitted with close ratio 4-speed gear box, capable of terrific acceleration and has a maximum of 110mph complete with all the original tools including the original small spanners and full set of instruction books, etc.; the car has never been raced and has right-hand steering, a very potent piece of machinery offered at the low figure of £575. Similar model to above but left-hand steering, 1939/40 model; £450.

CROSS St., Pendleton Salford, 6, Manchester. Pen. 3457. [C3000

PERFORMANCE CARS.—Good selection always available: written guarantee.—See under "Sports Cars." [C3041/R

1937 type 45 Frazer Nash-B.M.W. 2-door saloon, excellent condition; £150.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

£265—3.9 F.N.-B.M.W. saloon, (reg. 1947), grey, clean condition; £100 down.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [C1024

JACK ROSE, Ltd., offer 1939 Frazer Nash-B.M.W. type 327/80 saloon in beautiful dark grey with beige leather upholstery, fitted heater and many extras, in rare condition with outstanding performance; £615. —Stafford Rd., Wallington Surrey. Wallington 6677. [C3056

145gns.—Frazer Nash-B.M.W. 1936 2-litre convertible saloon, leather, very good condition; choice of 3 Frazer Nash-B.M.W.s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3 Ham 6041 [W4018/R

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

HEALEY

1948 Healey sports saloon, very carefully maintained by engineer; £565.—George Pitt Motors, Ltd., Whitstable 2244. [8947

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

B. J. HUNTER, Ltd., offer:—

1947 Healey sports 2-seater, tuned to 120 m.p.h., attractive: £450

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BROOKLANDS, individuality, new and used cars

1953 Austin-Healey 2-seater, 6,600 miles

BUY or sell your car with confidence.

103. New Bond St., London, W.1. Mayfair 8351-6. [C1029

!!! Elliott saloon, see "Sports Cars" column.—Chipstead Motors, Ltd. [C1046

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3 offer:—

1951 Healey Abbott coupe, finished black, red leather, new beige hood, immaculate condition throughout; £850. [C1001

1947 (September) Healey 4-seater tourer, excellent condition, radio; £465.—G. Perfect, "Glenmore," Penn. Tel. 2308. [8832

1948-9 Healey 2½ Duncan 2-str., guaranteed; £445; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1951 Healey Alvis 3-litre convertible, H.M.V. radio, heater, extremely smart.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

£595!!!—Healey magnificent Sportsmobile saloon, seats 4, specially built modern bodywork costing over £2,500, gift at this price; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

ROSE & YOUNG, Ltd., offer 1949 Healey Elliott sports 2-seater, exceptional condition, very pretty; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Healey Cars Wanted

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

BARTLETT will pay more for good Healeys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

WANTED, 1949-51 Healey saloon (Tickford preferred), low mileage.—Robinson, 8, Woodlands Rd., Gt. Shelford, Cambs. [8844

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ACLAND & TABOR Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, urgently require Healey, Tickford and Elliott saloons. Also Abbott coupes. [C1001

HILLMAN 10

ALWAYS

HILLMAN Minxs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ACRES offer:—

1952 Hillman Minx drop head foursome, positively as new; £565.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2 Tulse Hill 1909 [C1002a

SLOCOMBES, Ltd.

CALIFORNIAN 1953, radio, heater, Marchall spots, 6,000 miles; £725; also

MARK V saloon, 1952 September, heater, 10,000 miles, black; £595.

EXCHANGES, cars and motor cycles welcome; immediate h.p. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869, adjacent Dollis Hill Tube. [C4017

AUTOMOBILIA, Ltd., offer:

1950 (Nov., 1949) Phase IV Hillman Minx, 4-door de luxe saloon, black, brown hide, heater, fog lamp, low mileage, excellent condition; £475.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

B. J. HUNTER, Ltd., offer:—

1952 Hillman Minx drop head foursome coupe, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1948 Hillman Phase II coupe, two owners, 24,000 miles only, exceptionally nice throughout; £425.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1951 Hillman Minx Mark V saloon, black, 25,000 miles; £550.

1953 Hillman Minx Mark VI convertible coupe, claret, 20,000 miles; £645.

1953 Hillman Minx Mark V saloon, Golden sand, 9,000 miles; £635; another in black, 11,000 miles; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

AUTO SALES (LONDON), Ltd., offer:—

1952 Hillman Minx saloon, low mileage, immaculate condition; £545.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [8935

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx saloon low mileage, immaculate condition; £575.—Watford Way, Hendon Central, N.W.4. Tel Hendon 8084-5. [C2034

HAROLD SIMONS, Ltd., offer, 1952 Mark V estate car.—See under Utilities. [C4065

CAMDEN MOTORS for Hillman.—See advert page 77 this issue. [C1035 1

HILLMAN 10

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of

GUARANTEED used Hillmans

A SELECTION from our stock:—

1953 (April) Hillman Minx Mark VI Anniversary saloon, black with red interior, 7,000 miles only and as new throughout; this car was supplied and maintained by us for only owner; £625.

1952 (Dec.) Hillman Minx Mark V saloon, black with red upholstery, fitted Rootes heater, one owner, 23,000 miles only; this car has been exceptionally well maintained and is in showroom condition throughout; £575.

1948 Hillman Mark II estate car, finished in black, 32,000 miles, good tyres; a very good example of this rare model; £395.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1951 Hillman Minx saloon, radio, heater, one owner, exceptionally good condition throughout; £495.

1946 Hillman Minx saloon, black, brown leather, one owner, carefully used car; £325.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1952 Hillman Minx saloon, brown leather; £550.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

ARCHIE SIMONS & Co., Ltd.—1951 Hillman estate, dual colour, nominal mileage, excellent throughout; £550.

1946 Hillman Minx drop head coupe, colour grey, new works engine just fitted, brakes relined, new hood, exceptional car in every way; £345.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1947 Hillman coupe, black, covers, heater, new tyres and hood; £310.—Walton-on-Thames 5037. [8826

1939 Hillman 10 saloon, magnificent, guaranteed; £220, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£195!!! 1938 Hillman 10 saloon, really well-cared for car.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1946 Hillman 10 foursome coupe, immaculate, guaranteed; £300, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038/1

1939 Hillman Minx, excellent condition; £195.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1946 Hillman Minx saloon, one owner, reconditioned engine just fitted; £315; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£355!!!—1946 Hillman 10 saloon de luxe, carefully used, small mileage, outstanding vehicle; 3 months' guarantee; hire purchase, exchanges

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1952 Hillman Minx drop head coupe, one owner only, heater, looks new in every respect; £575.—Steele Griffiths, London, S.E.5. Rodney 2201. [8728

£150 1937 model Hillman Minx 10 saloon, excellent runner, bargain; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

HILLMAN Mark VII December, 1953 saloon, Golden sand, heater and rim-finishers, 2,000 miles only; £675.—Brew Bros., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1938 Hillman Minx saloon, excellent condition; bargain, £175.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1953 Minx anniversary coupe, black, 5,000 miles, exactly as new; £675; part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1946 (Dec.) Hillman Minx saloon, blue, very good order throughout, any inspection, 3 months' guarantee; £345.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1954 Hillman Minx saloon, 1,700 miles only, many extras; £675.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Square Tube Stn.) Temple Bar 3588. [C1027

1940 (April) Hillman Minx sunshine saloon, exceptional, chassis and coachwork extensively reconditioned, replacement engine recellulosed, new tyres, new Exide; £250.—Speedsters, Ltd., Horley 628. [C4020

295gns.—Hillman Minx, 1946 foursome drop head coupe, grey, excellent condition; choice of 5 Hillmans; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1953 Hillman Ph. VI saloon, black/red, 11,000 miles, heater, radio, £619; 1949 Ph. III, beige/red, heater; choice of several from £419; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3066

1939 Hillman 10hp saloon, new engine fitted last year, new headlining and carpets, very smart car; £215 or £75 deposit, balance over 18 months; exchanges; insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

HILLMAN 14

£266!!! 1938/9 Hillman 14 saloon de luxe, spotless bodywork, immaculate interior, economical 5-seater; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221 (East Finchley Underground) [C2052

Hillman Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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ROOTES, Ltd.,

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REQUIRE modern low-mileage Hillman cars.

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MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

EMA Ltd., Grove Rd., Southsea Portsmouth 2168. [5307

WHY accept less for your Hillman Minx saloon or Estate car when you can get its full market value

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XXX H. F. Edwards offer immediate cash for good Hillman cars; details please to—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham Tel. 46381. [0552/R

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NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9 King St., W.6. Riv. 3665. [0233

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

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HOTCHKISS

1950 (delivered Nov., 1949) Hotchkiss 3½-litre standard saloon, black, grey leather, Cotal gear box, in first-class condition throughout; cost nearly £3,000; excellent value at £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

H.R.G.

H.R.G., 1949, in first-class condition both mechanically and appearance, always maintained by makers; £450.—Mitchell Merlewood, Daws Hill Lane, High Wycombe. [8780

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H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

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SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0594/R

HUDSON

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer:—

1948 Hudson Super Six saloon, 22hp, finished dark blue, blue leather, heater, radio, 5 new tyres, new battery, recently overhauled at Hudsons, immaculate condition throughout; £625. [C1001

£155!!! 1936/7 Hudson 22 de luxe saloon, spotless bodywork, excellent leather interior, cheap economical 6-seater; choice also 1938, 17 and 22; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley N.12 Finchley 6221 (East Finchley Underground) [C2052

£254!!! Hudson 16.9hp special touring saloon, 1940, six-seater body styling, modern design, independent front suspension, horizontal barred radiator, auto-poise control and rear stabilizer, steering-column gear-change, etc., like post-war series, very good on petrol, a most desirable car.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m., Mondays to Saturdays; write for catalogue. [C1035

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MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5 [0861/R

HUDSON MOTORS Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd [0065/R

HUMBER

CAR MART, Ltd.

1948/49 Humber Pullman limousine, radio, heater; £835.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

SCOTT CARS, offer:—

1951 Humber Hawk, radio, heater; perfect; £595.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

TOM GARNER, Ltd., offer:—

1952 Humber Hawk Mark IV saloon, black with brown leather, heater, radio; £735.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7 [C2020

H. BEART & Co., Ltd., offer:—

1950 Humber Hawk saloon, blue with leather upholstery sliding roof and heater, in exceptionally good condition throughout; £525.—102, London Rd., Kingston-on-Thames Tel. 3348 [C1081

B. J. HUNTER, Ltd., offer:—

1951 Humber Super Snipe saloon, positively unmarked; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Hawk Mark V saloon, blue, radio and heater, 4,000 miles; £845.

1952 Humber Super Snipe Mark III saloon, steel grey, heater, 20,000 miles; £775.

1951 Humber Pullman Mark III 7-passenger limousine, indistinguishable from new, black, 17,000 miles; £1,550.

1951 Humber Hawk Mark IV saloon, green, radio and heater, 16,000 miles; £685.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 Humber Super Snipe Mark III, black/brown leather, heater, 22,000 miles, faultless condition; £635.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PETER BANTOCK CARS SALES offer:—

1946 Humber Hawk, black with brown upholstery, fitted Ace discs, an immaculate car; £365.—104, High Rd., Chiswick 2725/5870. [C1014

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres excellent condition; £395.—D. J. Shepherd & Co. (Enfield) Ltd., 436, Hertford Rd. Enfield Howard 1631. [C4009

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

1949 Humber Super Snipe, black, heater; £465.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

CAMDEN MOTORS offer the following Humbers:—

1950 Super Snipe saloon, black, tan leather, heater, wing mirrors, late property wealthy local businessman; £495.

1948 Hawk saloon, 2-litre model with gears on steering column, nice roomy modern car carefully maintained by one owner (country town dentist); £395.

1952 Mark IV Hawk saloon in very immaculate condition, genuine low mileage, one owner specimen; £695.

1939 Super Snipe drop head coupe, roomy 5/6-seater body, similar style to post-war, most impressive performance, good appearance; £195.

1938 Super Snipe saloon, in respectable but not super immaculate order; very good mechanically; £145.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m., Mondays to Saturdays; write for catalogue. [C1035

HUMBER 1938 21hp black saloon; £180; owner has new car.—Central 7545. [8276

EBDONS AUTOMOBILES, Ltd., Humber distributors, offer:—

ALMOST brand new latest type Humber Super Snipe saloon, offered at £1,075, a saving of over £400 from new, with extras; October, 1953; H.M.V. radio, heater, mileage only 7,800.

HUMBER Super Snipe saloon; May, 1952; satin bronze, red leather upholstery, mileage 14,570; supplied and serviced by us from new; £795.

HUMBER Pullman 7-seater limousine; April, 1948; black, leather front, West of England Cloth rear; well maintained and in excellent condition throughout; £625.

EBDONS AUTOMOBILES, Ltd., 16-28, Bath Rd., Cheltenham. Tel. Cheltenham 55391; trade enquiries invited. [8768

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer:—

1949 Humber Super Snipe, black, brown leather, heater, windscreen washers, one owner, condition as new; £495. [C1001

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of

GUARANTEED used Humbers.

A SELECTION from our stock:—

1946 Humber Hawk saloon, grey, grey leather, moderate mileage, fitted heater; as an ex-managing director's car it has been maintained regardless of expense and is offered at £375.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St. Sutton, Surrey. Vigilant 1121. [C3044

1939 Humber Super Snipe, 1946 built engine, very good condition; £200.—Buckhurst 0283. [8824

1939 Humber Super Snipe, a specimen car in 1950 condition; £250.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1953 (July) Super Snipe saloon, blue, radio heater, 4,000 miles, as new; £1,100.—Dobsons, Ltd. (Humber Agents). Staines 801. [C1074

HUMBER

1949 Humber Hawk de luxe saloon, black, brown leather, one owner; £525.

1947 model Humber Super Snipe de luxe saloon, black, fitted radio, etc., immaculate throughout; £395; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1950 Humber Tickford convertible, 34,900 miles; £825.—Tickford, Ltd. Tem Bar 3338. [C4029

1950 Humber Super Snipe, grey, grey leather, one owner only, 37,000 miles, compares favourably with 1953 model; terms; exchanges; snip at £495.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

HUMBER 1949 Super Snipe, black/brown leather, heater loose covers; £495.—J. Fricker, Ltd., Park 5077. [C2016

1949 Humber Super Snipe saloon, excellent order throughout, magnificent car, three months' guarantee; £445.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1951 Humber Hawk de luxe saloon, blue, looks new in every respect; £625.—Steele Griffiths, London, S.E.5. Rodney 2201. [8727

1951 Humber Hawk saloon, very nice condition; £625.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [3291

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Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

CAMDEN MOTORS for limousines.—The largest selection in the country; sixty-five in stock including Humbers of all years; see advert page 77 this issue. [C1035/1

1951 Humber Super Snipe, black, under 19,000 miles, heater, loose covers, many extras, one owner; £590 or near offer.—Day, Holborn 0986; evening, Byfleet 608. [8775

1948 Humber Pullman chassis, reconditioned throughout, suitable for hearse body; £350 (not ex-Army).—Farmers' Garage, Smedley St., Matlock [8705

ARCHIE SIMONS & Co., Ltd.—1952 Humber Super Snipe, black/brown upholstery, 10,000 miles, excellent condition throughout; £745.—94, Gt. Portland St. W.1. Lan. 1343. [C4013

1953 Humber Hawk, blue and fawn upholstery, heater, 8,000 miles as new, nearest offer; £800; owner going abroad.—94, Wakehurst Rd., London, S.W.11. Tel. Bat. 1692. [8753

£865!!! June, 1953, Humber Super Snipe saloon, latest type, l.h.d. Ace Rimbellishers, blue, 13,000 miles, new engine fitted Jan., 1954, exchanges.—Murray King, Ltd., 46, Fitzroy St., W.1. [8881

1950 Humber Super Snipe, colour grey, grey leather, heater, genuine mileage 21,000, superb condition throughout; £495.—R. S. Mead (Sales), Ltd. 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2 [C3011

1950 Humber Super Snipe, metallic grey, very carefully maintained; would sell outright for £495, or consider smaller car with cash adjustment.—83, Green Lane, Wallasey, Cheshire. Tel. Wallasey 4643. [8852

1953 Humber Super Snipe saloon, 10,000 miles, radio, heater, many other extras; £1,095.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.). W.C.2. Temple Bar 3588. [C1027

1953 (June) Humber Super Snipe touring limousine, with division, 800 miles only; as brand new; £310 under list price; £1,200, o.n.o.; terms, exchanges.—P. Blamire, Queen's Road Garage, Coventry. Tel. 5424. [8788

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1952 Humber Super Snipe, 10,000 miles only, superb order; also 1949 Humber Pullman limousines, privately owned, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

525gns.—Humber Hawk, 1951 model Mark IV saloon, satin bronze, sliding head, red leather, heater, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HUMBER

A & S Limousines, extensive selection first class condition low mileage Humbers, mechanical guarantee certificate, ready service.

£345, privately chauffeured, 24hp, Limousine, partition, forward occasionals, leather throughout, 31,000 miles, 1950-condition, economical.

LIMOUSINE, 1947, mitred edge Pullman, partition, forward occasionals, black, meticulously maintained, reasonable mileage, private, competitive prices.

LIMOUSINES, privately chauffeured Humbers, 1949/50, partition, forward occasionals, leather, also coth upholstery, radio, heater, certified mechanically, ready service, competitive prices.

LIMOUSINES, 1951/52, Pullmans, also Imperial 7-seater Salons, Leather also cloth, heater, radio, first class condition, from-£895, also 1952, low mileage Pullman Limousine. £1120. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

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ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168. [5308

LATE Hawk saloon; full particulars.—Rogers, Wellesley Ave., W.6. Riv. 2644. [W3054

TOP prices paid for 1950-51-52 Pullman limousines. Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

TOP price paid for Humber or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

XXX H. F. Edwards offer immediate cash for good Humber cars; details please to—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders Ltd., 2 Providence Court North Audley Street. Mayfair-2941. [W1006

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637 See advt. under Parts & Accessories. [0398/R

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H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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HOUNSLOW (Hounslow 3454).

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GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

ACRES offer:—

1953 Mark VII Jaguar, 6,000 miles only, black with red leather upholstery, many extras, as new; £1,345.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C100

COX'S for Jaguars!!!

1953 Jaguar Mark VII, guaranteed 11,000 miles, this car is completely without blemish and as new in all respects, fitted with radio and heater, black with brown hide; price £1,325.

1950 Jaguar Mark V, suede green with green leather, fitted radio and heater, mileage 22,000; price £725

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C105

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

SCOTT CARS offer:—

1953 Mark VII, 6,000 miles, as new; £1,335.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

BRADSTOCK MOTORS, Ltd.

S.S. Jaguar 2½-litre saloon, black, brown leather, the whole car completely unmarked throughout, very low mileage, an outstanding car in every respect; £265. —Chase Rd., Epsom. Tel. 633. [C1090/1

BRADSTOCK MOTORS, Ltd.

1949 Jaguar Mark V 3½-litre saloon, grey, grey leather, fitted radio, heater, excellent condition; £595.—Chase Rd., Epsom. Tel. 633. [C1090

B. J. HUNTER, Ltd., offer—

1951 Jaguar XK120 2-seater, £270 worth of modifications; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BERT MASON SPORTS CARS.

£265, or terms, 1939 model 2½-litre Jaguar sports saloon, special equipment model, fitted radio and heater and all extras, magnificent condition throughout; your inspection is welcome.—77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3073

H. BEART & Co., Ltd., offer:—

1947 (June) 1½-litre Jaguar, grey with grey leather, two owners, in excellent condition throughout; £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

ROSE & YOUNG, Ltd., offer:—

1952 XK120, fitted with all modifications, including wire wheels, 9-to-1 compression, magnetos, radio, heater, spot lamp, luggage carrier, etc., exceptionally fast, immaculate condition; £1,065.

1951 XK120, low mileage, fitted heater, winkers, etc., exceptional condition, metallic silver; £855.

1950 Jaguar Mark V 2½-litre saloon, exceptional condition, black; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

HAROLD SIMONS, Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, black, E.M.V. radio, heater and full equipment, one owner; £765; another, two-tone grey; £725.—Below.

1939 series Jaguar 2½ saloon, splendid appearance and performance; £285; trade enquiries welcomed; 3 months' written guarantee; service after sale, exchanges deferred.—Harold Simons, Ltd., 397-401 High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

MAIDSTONE ENGINEERING Co.

1947 (April) Jaguar 1½-litre special equipment saloon, finished in unblemished black with brown leather interior, fitted Ace discs, heater, demister, mechanically in really superb condition throughout, a most attractive specimen, open to any trial or examination; £425.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

PHILIP RICKARDS, Ltd., offer:—

1953 (June) Jaguar Mk. VII saloon, black/tan, radio, 11,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

SAUL & SLATTER, Ltd., offer:—

1954 Jaguar XK120 d/h coupe, birch grey with red, 2,000 miles only, many extras.—44-46, Alderman's Hill, N.13. Palmers Green 3631 [C4002

CHEPSTOW GARAGES, Ltd., offer:

1948 (November) 1½-ltr. saloon, special equipment model, radio, demister, ace discs; this car must be seen to be appreciated; £545.

1946 (November) 2½-ltr. saloon, heater and air conditioning, a most attractive car; £345.

1940 1½-ltr. saloon, heater, excellent condition throughout; £325.

CHEPSTOW GARAGES, Ltd., Ledbury Rd., W.11. Bay. 6020 and 2949. [C1042

GUY SALMON AUTOMOBILES, offer—

1952 Jaguar Mark VII saloon, 13,000 miles, only from new, Ace Rimbellishers Radiomobile, loose covers, immaculate; £1,225.

1951 Jaguar Mark V drop head coupe, dark grey, grey leather, new hood, 23,000 miles, Radiomobile, immaculate condition, choice of two; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

LAMBS OF WOOD GREEN for Jaguars.

£777!!! 1950/1 Mark V Jaguar 3½ de luxe saloon, magnificent, and genuine small mileage, just like new throughout.—Below.

£699!!! 1950 Mark V Jaguar 3½ de luxe saloon, excellent bodywork, clean interior, bargain price.—Below.

£495!!! 1948 Jaguar 3½ de luxe saloon, definitely an outstanding example, perfectly maintained and small mileage; choice 2 others.—Below.

£495!!! 1948 Jaguar 1½ de luxe saloon, carefully used, only 2 owners, in outstanding condition.—Below.

£285!!! 1939 Jaguar 1½ drop head coupe, excellent chassis, sound hood and tyres.—Below.

£285!!! 1939 Jaguar 3½ de luxe saloon, magnificent and outstanding vehicle, looks worth £500; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

JAGUAR 3½-litre, 1947, exceptional condition throughout; £400.—Birmingham, Solihull 2386. [8771

CAMDEN MOTORS for Jaguars.—See full page advert page 77 this issue. [C1035

JAGUAR

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 XK120 drop head coupe, l.h.d., full modifications, wire wheels, total mileage 9,000, cream with red leather; £1,200.

COOMBS & SON (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BROOKLANDS: Individuality, new and used cars.

1952 Jaguar XK120 sports 2-seater, 6,000 miles

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

IMPERIAL MOTOR MART, Jaguar distributors, offer:—

1950 model 3½-litre Jaguar Mark V saloon, pastel green with green leather, 27,000 miles, fitted with heater, sun roof and loose covers, in exceptional condition throughout, taxed for year; £595.—Imperial Motor Mart, Royal Crescent, Cheltenham 2065. [8853

JAGUAR 3½-litre S.S.100 2-seater, 1939, exceptional condition.

J. CAMPBELL PARK, Ltd., Childwall Valley Rd., Gateacre, Liverpool. Tel. Gateacre 1331-2. [8850

1954 Jaguar Mk. VII saloon, 1,200 miles only; £1,495.

GORDON CARS (London), Ltd., 373 Euston Rd., London N.W.1. Eus. 6611. [C2025

1947 model 1½-litre Jaguar, splendid condition throughout; £385.

1939 Jaguar 1½-litre, recellulosed, engine in process of major overhaul; £290.

1939 Jaguar 1½-litre drop head, resprayed, engine rebored, new carpets; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1953 (August) Jaguar Mark VII saloon, 8,000 miles.—Weybridge 600. [C4023

1952 Mk. VII Jaguar saloon, excellent condition, any examination; £1,100.—Box 4303. [8687

BARTLETT.—Jaguar 1952 XK120 2-seater, small mileage; £1,150.—27a, Pembridge Villas, W.11. [C1013

1950 (July) 2½-litre saloon, 23,000 miles, as new, £695.—Mansfield Autos, Ltd., Euston 2587. [C3001

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel Kin 3348 [0081/R

1939 1½ saloon, heater, many extras, silver grey, excellent condition; £285 or offers.—Footscray 1380. [8533

1953 Mk VII saloon, grey, one owner, 16,000 miles, radio excellent condition; £1,275.—May. 5242. [C2016

JAGUAR Mark VII saloon, bought new 14-10-53, black with brown leather, mileage under 500, one owner as brand new; £1,400; terms and exchanges.

SCOTT & McGREGOR, 194, Lloy St. North, Manchester, 14. Tel. Moss Side 2013. [8942

1950 Jaguar Mark V saloon, suede green throughout, equipped with heater, radio and other extras; £695.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [8747

1952 Mark VII saloon, grey, red leather, H.M.V. radio, heater, spot lamps, excellent condition; £1,065.—Robbins, East Putney. Tel. 4581. [C3010

1946 Jaguar 1½-litre, really excep. condition; £415. —Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

2½-litre Jaguar coupe (Sept. 1948), grey, brown leather, one owner; £395.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

XK120 late 1953 drop head coupe, 1,000 miles only; £1,495.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

FOR sale, 1951 Jaguar Mark V drop head model; £900.—Lumb, 58, New North Rd., Huddersfield. Tel. 4350. [8679

1938 Jaguar 1½-litre silver drop head coupe, first-class condition, sacrifice, owner going abroad; £245.—St. Agnes 232. [8639

1949 Jaguar Mk. V 3½-litre saloon, black, exceptional condition; £650.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1950 Jaguar Mark V 2½-litre saloon, colour black, showroom condition; £675.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

495 gns.—Jaguar, 1949 3½-litre saloon, sliding head, leather, radio, heater, pass lights, discs, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Jaguar, 1936 2½-litre saloon, sliding head, leather, very good condition, choice of 5 Jaguars; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Jaguar 1½ drop head coupe, 3 new tyres, new kingpins and transmission, excellent condition; £280.—Evans, 184, Gloucester Place, London, N.W.1. [8770

1950 Jaguar Mark V 2½-litre saloon, finished in black, fitted heater, an elegant car; £685.—Eric Hayes, Ltd. 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1948 Jaguar 3½-litre saloon, grey, radio and special equipment, one owner; £465.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1949 Jaguar 3½-litre saloon, silver grey, red leather, Ace discs, excellent condition throughout; £459.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129. [C2033

1952 Jaguar Mk VII saloon, 14,000 miles, one owner, radio, heater, link mats, taxed year, guaranteed unblemished; £1,195; terms, exchanges.—Cyril Sheppard of Reading. Sonning 2345. [8595

1945 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £375.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

JAGUAR

£398.—Jaguar 2½-litre 1947 4-door sports saloon, engine reconditioned, fitted heater, radio, special equipment model, excellent original cellulose, tyres almost new; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

1953 reg. Nov. 1952 Jaguar Mk. VII, black, brown leather, 17,000 miles, unmarked and as new, taxed; £1,195, 3 months' written guarantee; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [8864

1950 (March) Jaguar Mark V saloon, lavender grey, red leather upholstery, one owner, 26,000 miles only, whole car in perfect condition throughout; taxed Dec.; £775.—Brooks Garage, Martock, Som. Tel. 2147. [8683

1953 Jaguar Mark VII saloon, black/brown upholstery, radio, link mats, seat covers, Ace Rimbellishers, screen spray, 6,400 miles only; exceptional value at £1,400.—Murkett Brothers, Ltd., Bridge Showrooms, 3, High St., Bedford 66322. [8741

XK120 sports Jaguar in good condition wanted urgently by enthusiast; immediate cash settlement.—Please write Green, 183, Oldfield Lane, Greenford, Middlesex, or Tel. evenings or week-end Waxlow (London) 3458. [8758

C-TYPE racing competition 2-seater, late 1953, meticulously maintained 3 carburettors, Panhard rod, all ready for season, capable of 150 m.p.h., virtually as new.—Chipstead Motors Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046

1949 Jaguar 1½-litre S.E. saloon, superb, one owner car, £565; 1948 1½-litre S.E. saloon, another delightful one owner car, £498; 1939 2½-litre saloon, again splendid one owner example, £295; 1939 1½-litre saloon, really good, £279, written guarantee.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

Jaguar Cars Wanted

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ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. —Tel. Palmers Green 3631-2-3. [W4002/R

BARTLETT will pay more for good Jaguars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

JAGUAR Mk. V wanted, d/h or saloon, privately.—Spong, 185, Kings Court, W.6. [8818

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex Ealing 8841 [W3041

MK. V 2½ or 3½ wanted.—Full particulars Palmer, 314b Hagley Rd., Edgbaston, Birmingham. Tel. Bearwood 1197. [8941

RICHARDS & CARR buy XK120 Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

LONDON CARS urgently require 1946-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

XX Wanted, good price paid for nice 1950/51 Mark V.—T. R. Jones, 13, Connaught Place, Weston-Super-Mare, Som. Tel. 269. [8869

XXX H. F. Edwards offer immediate cash for good Jaguar cars; details please to—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

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HENLY'S, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216 7.

QUICK completion of repairs [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station Green Lanes, N.13. Palmers Green 3631-2-3 [S4002/R

PEERLESS MOTORS Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

R. F. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd. offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5800. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507. [0391/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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JEEPS, private or commercial, all spares, return post. —Wick Autos, Hampton Wick. Kin. 4718. [0820/R

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS!!! Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

£120 buys a special bargain.—See Metamet famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C3066

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [0335/R

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Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4758. [C3066

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BROOKLANDS: Individuality, new and used cars.

NEW JENSEN Interceptor for early delivery; particulars available on "541."

1951 Jensen Interceptor cabriolet.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1946 black saloon, one owner, heater, etc; £275, or offer.—Hunts (Birm.), Ltd., 199, Hagley Rd., Birmingham. Edgbaston 2921-2-3. [8903

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WELBECK MOTORS, Ltd., for Jowetts.

A SELECTION from our stock:—

1953 Jupiter Mark IA, ivory with red leather, H.M.V., heater, twin spots, winkers, 10,000 miles, as new; £750.

1952 Jupiter Mark I, red, Series III engine just fitted, heater, twin spots, almost new, £650.

1950 Javelin de luxe, Motorola, every conceivable extra, Series III type replacement engine fitted 6,000 miles ago, a really excellent car at £525.

1949 Javelin de luxe, grey, radio; £430.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 3991 (6 lines). For the largest Jowett agents in the country. [C4049

NEWNHAMS, Ltd

1952 Jowett Javelin de luxe saloon, excellent condition; £595.

NEWNHAM House, 235-9, Hammersmith Rd., London W 6 Riverside 4646. [C3024

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1952 Jowett Javelin 1½-litre de luxe saloon, 20,000 miles, one very careful owner, fitted heater, no radio, coachwork and interior as new, magnificent performance; 569 guineas.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn N.W.4. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

CLARKES OF PIRBRIGHT.

THE Jowett centre of the south offer:—

1953 standard Javelin, 400 miles; £800.

1952 Jupiter 2/3-seater sports, British racing green, beige leather, heater, flamethrower and pillar spot lamp recent engine overhaul; £595.

1949 Javelin de luxe saloon, golden sand and brown hide upholstery, extras include twin spot lamps, twin rear lamps, heater, Ace Rimbellishers and loose covers, fitted with hardened crankshaft; £475.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049

JOWETT SALES, Golders Green, offer:—

1949 Jowett Javelin de luxe saloon, reconditioned engine £425.

1952 (Feb. 2) Jowett Javelin standard saloon, one owner, low mileage, heater, highly recommended; £530.

JOWETT SALES, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

£585.—1952 Jowett Javelin saloon, bronze with red upholstery, fitted Lucas spot lamp in thoroughly good all round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

JOWETT

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 Series III Javelin de luxe saloon, 5,500 miles; £765.

1953 (December) Javelin standard saloon, 400 miles; £795

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1952 Javelin, latest engine, Anthony Crook, Caterham 2232. [C1063

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228, 234, London Rd., Croydon. Cro. 3641-2; 208, Gt. Portland St., W.1. Eus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R

1951 Javelin de luxe saloon, above average; £525. —G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Surrey. Kingston 2241. [C4053

1952 Jupiter, modified series III specification, bronze, red leather, spotless condition, new tyres, offers around £575.—Box 4386. [8796

JOWETT Javelin 1949, excellent condition, 1953 engine fitted at Jowett works, heater; £450.—Palmer's Garage, Liskeard Rd., Callington, Cornwall. [8792

JUPITER convertible in red, 1952, heater, etc., 14,000 miles, 5,000 miles on modified engine; £550 or near offer.—Hunts (Birm.), Ltd., 199, Hagley Rd., Birmingham, 16. Edgbaston 2921/2/3. [8904

1953 Jowett Javelin de luxe saloon, one owner, 18,000 miles, heater, immaculate; £625.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Surrey. Kingston 2241. [C4053/1

ROYS offer 1938 Jowett 8hp saloon, 45 mpg, good order; £135; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059

1952 Jowett Javelin de luxe saloon, black, brown leather, one owner, a specimen car, 3 months' guarantee; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1950 (Dec.) Jowett Javelin de luxe saloon, radio, heater, twin spot lights, 19,000 miles, excellently maintained, grey/red leather; £495 or near offer.—Estate Office, Bignell Park, Bicester. Tel. 92. [8763

1949 (November) Jowett Javelin, green, one owner since new, excellent tyres, appearance and mechanical condition; £445.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7006. [C2019

Jowett Cars Wanted

W

M

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 Welbeck 3991. Largest Jowett agents in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year [W4049

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PRIVATELY owned Javelin.—8, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

TOP price paid for Jowett or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Jowett Spares and Service

WILLIAM ARNOLD, Ltd.,

JOWETT distributors.

COMPREHENSIVE stock of spares; sales, service.—Upper Brook St., Manchester, 13. Ardwick 4361. [0517/R

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. [S4053/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R

JOWETT Javelin, Jupiter and Bradford; for the convenience of both the public and the trade, full spares, service, repairs and guarantee claims facilities now available at Jowett Services, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines).—Gordon Cars (London), Ltd., The London Distributors. [0133

LAGONDA

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars." [3041/R

A SPECIMEN 1937 L.G.45/G108 drop head; £375; terms, exchanges.—45, Park Rd., Hampton Hill, Middlesex. Molesey 913. [C4069

LAGONDA

BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstration.

1953 Lagonda 4-seater drop head coupe, one owner.

1952 Lagonda saloon 13,800 miles, radio.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1933 3-litre 4-door saloon, finished in black, very good example.

1937 4½-litre LG45 drop head coupe, splendid order throughout.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080

1937 4½-litre Lagonda roadster, carefully maintained by one owner, immaculate.—Tice & Son, Ltd., Winton, Bournemouth. [8668

1951 Lagonda 2½-litre saloon fitted with Vantage engine conversion by manufacturers, very fine performance, colour black, beige interior, radio and heater, taxed year, in beautiful condition throughout; no reasonable offer refused.—C. C. Parker, The Grange, Wainfleet, nr. Skegness, Lincs. [8647

£165!!!—Rare and unusually well-maintained Lagonda open sports 4-seater, the well-known 3-litre, economical, fast chassis, absolute bargain; also 1937 4½-litre sports saloon, the finest condition we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LAGONDA 2½-litre drop head coupe, 1953 model (first registered December, 1952) guaranteed genuine mileage 10,675, this one-owner car has been most carefully maintained and has never been driven really fast, it is fitted with H.M.V. de luxe radio with 2 speakers, and Karobes seat covers, and is in perfect condition throughout; price £1,695 or nearest offer.

ARCHERS (SHIRLEY), Ltd., Stratford Rd., Shirley, Birmingham. Tel Shi. 1125-6. [7621

Lagonda Cars Wanted

R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

PRIVATE buyer requires Lagonda drop head.—Particulars and lowest price to Holt, Dunston, Stafford. [8848

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-combe liners and the now popular centre gearchange for the 2.6 model.

273, London Rd., Staines. Tel 4211 (5 lines). [S1080

LANCHESTER

DICKS.

1939 Lanchester 14 saloon, most carefully used; £250.

DICKS CAR SALES, Ltd., 385/401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1952 Lanchester 14hp Leda saloon, heater; £895.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

GUY SALMON AUTOMOBILES offer:—

1953 Lanchester 14 saloon, grey, red leather, 2,000 miles only, supplied new by us, screenwashers, Ace Rimbellishers, radiator muff; £1,035.—Portsmouth Rd. Thames Dittin, Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), green, beige leather, low mileage; £1,050.

LANCHESTER 10hp saloon (1951), black, brown leather, radio; £795.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

BROOKLANDS: individuality, new and used cars.

1953 Lanchester 14 saloon, 2,500 miles.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1953 Lanchester 14, dark green, 5,000 miles, as new; £1,200.—280, Dentons Green, St. Helens. [8708

£245!!! Lanchester 14hp Roadrider saloon, 1939, independent front suspension, preselector, fluid flywheel, carefully maintained by elderly owner driver.

£395!!! 1947 Lanchester 10 4-door saloon, one previous owner, authenticated total mileage 31,400, condition entirely original throughout.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

LANCHESTER.—For any new model, or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham. Tel. 3814 & 3816. [0865

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

195gns.—Lanchester 14, 1939 model Roadrider de luxe saloon, sliding head, leather, manual gear-change, i.f.s., good condition; terms, , exchanges.—Rowland Smith, below

95gns.—Lanchester 14, 1937 model Roadrider saloon, sliding head, leather, pre-selector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£385!!! 1940 series Lanchester 14, with prototype of post-war 5-seater drop head coupe bodywork, looks and runs like post-war model, irreplaceable value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1946-47 or 48 Lanchester 10 saloon wanted, in good condition.—L. A. Simons, 1, Brookdale, Finchley N.2. [W4065

XXX H. F. Edwards offer immediate cash for good Lanchester cars; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

LANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

LANCIA

MAIDSTONE ENGINEERING Co.

1937-8 Lancia Aprilia saloon, recently fitted works reconditioned engine and only covered small mileage since, recellulosed gunmetal, interior upholstered throughout in blue leather with carpets to match, fitted new battery, teledraulics, in excellent condition throughout; £325.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1936 Auguste open 4-seater, heater, unusually good condition; £235.

9. Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

WHILE waiting for the right Aprilia at the right price, why not run a Fiat 1100?

G. A. BROOKS, Ltd., offer a 1939 saloon for £185. —Edenbridge, Kent. Tel. 3289. [C1084

1939 Lancia Aprilia coupe by Farina, Weber carburettor, perfect condition; £450.—West, 51, Wilmslow Rd., Cheadle, Cheshire. Gatley 3146. Seen by appointment. [8666

LANCIA Astura 3-litre pillarless saloon, 1936, one owner, 45,000 miles, excellent original condition; £220; terms, exchanges.—45, Park Rd., Hampton Hill, Middlesex. Molesey 913. [C4069

LANCIA Astura foursome drop head coupe, recent engine overhaul, also body repanelled in aluminium at the cost of £400; ideal holiday car for towing caravan; car to be seen to be appreciated; £365.—Tel. Fremantle 8401. [C4056

1939 Lancia Aprilia foursome coupe, black/brown coachwork by Farina, chassis reconditioned throughout regardless of cost; any test or inspection invited; £495.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

Lancia Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. —173, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1950 Lea-Francis 2½-litre sports coupe, very fast, most attractive car; £595.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [C2040

MAIDSTONE ENGINEERING Co.

1951 (March) 14hp Lea-Francis Sportsman's saloon, this is the latest streamlined model most beautifully finished in burgandy and black wings with fawn leather interior fitted heater, Rimbellishers, screenwashers, instruction books and complete set of all tools, this is a genuine one-owner car that has only covered a small mileage open to any examination or trial; £795 terms, exchanges.

CROSS St. Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

CHARLES FOLLETT, Ltd.—Sole distributors, Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 14hp streamline sal., maroon, beige leather, radio and heater, screenwash, sunroof, one owner, 21,000 miles, guaranteed; £825.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

LEA-FRANCIS

LEA-FRANCIS 12hp saloon, 1946, black, good order throughout.—Southern Autos, Dover. [8821

A. E. PALMER offers 1950/1 estate cars, immediate delivery, see "Utility" column. Luton 4212. [8914

LEA-FRANCIS 1951 2½-litre saloon, black and grey/beige leather, radio; £850.—J. Fricker, Ltd., Park 5077. [C2016

£395.—Lea-Francis 1½-litre 1946 low-built saloon, superb appearance and condition, small mileage; choice two; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, H.P. [C1017

1951 Lea-Francis 14hp saloon, dual-tone colour, for sale, recently completely overhauled at works.—John Blackley & Son, Ltd., Lochfield, Dumfries. [8843

1951 Lea-Francis 14 saloon, radio, heater, one owner; in excellent condition; £625.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [8745

LEA-FRANCIS (January, 1951) 14hp 6-light streamlined saloon, finished black with beige leather, heater, screen wash, one careful owner, whole car in immaculate condition, 10,000 miles; guaranteed at £825.

MOOR GARAGE Romsey Rd., Cadnam, Hants. Cadnam 3301 [8284

495gns.—Lea-Francis, 1950 series 2½-litre streamlined sports saloon, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

B. J. HUNTER Ltd

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS Ltd

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Lea-Francis Distributors East Glamorgan.—Spares and service. [0863/R

LIMOUSINES

CAMDEN MOTORS for limousines.—See advert page 77 this issue [C1035

TRIUMPH Renown limousine, March 1952, one business executive owner, fitted overdrive, radio, heater and twin spot lights, magnificent condition, wonderful value, cost nearly £1,600; offered at £745; guaranteed and part-exchange welcomed.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

A & S Limousine Specialists: Display Fifty carefully maintained privately owned 7-passenger Limousines (mechanical guarantee certificate) ready service.

A & S Offer only selected first class condition Limousines (see classified advertisements) Armstrong, Austin Twenty, Four Sheerline 7-strs., 1951/2 Hirecars, Twelve post-war Humbers, exceptional selection first class condition privately owned Rolls-Royce, 1939 Deluxe model Packard, 1950 Wolseley. Detailed Lists despatched. Competitive prices. Alpe & Saunders Limited. Providence Court, North Audley Street. Mayfair-2941 [C1006

Limousines Wanted

MERCEDES-BENZ 290 or 320 required.—Box 4397. [8879

LINCOLN

SIMPSON'S offer:—

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. [C4015

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford Tel. Ealing 4506-9. [0747/R

LINCOLN-ZEPHYR

1938 Lincoln-Zephyr saloon, small mileage, perfect condition radio; £325.—Box 4206. [8445

LLOYD

1949 Lloyd Roadster, excellent condition; nearest to £185.—25, Milner Rd., Thornton Heath, Surrey, or Tel. Livingstone 1090. [8757

MERCEDES

BARTLETT.—Mercedes type 500 cabriolet, works maintained, superb condition; £475.—27a, Pembridge Villas, W.11 [C1013

MERCEDES diesel type S.D. saloon, first registered 24.3.53, finished in green, this car has been most carefully used, and is in absolutely immaculate condition throughout; £1,400.—Write Box 3959. [8010

MERCEDES-BENZ

L. F. WARD, Ltd.

MERCEDES-BENZ type 500K cabriolet, in exceptional condition.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4043

MERCEDES-BENZ

MAIDSTONE ENGINEERING CO.

1936 Mercedes-Benz type 500K supercharged sportsman's saloon, right-hand drive, just recellulosed in duo grey with fawn leather interior, fitted all new tyres; the appearance of this car is most attractive, the paintwork is unblemished, the performance is truly amazing with a maximum of well over 100mph, the car is taxed and ready for immediate use; £450; terms.

CROSS St., Pendleton, Salford, 6, Manchester. Pen 3457. [C3000

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

1938 Type 230, right-hand steering, black, green leather, in very good condition.—Victoria 8715-6 [C3013

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

194? Mercedes-Benz unique type 170V Cabriolet, rebuilt, modified and maintained regardless of cost.—Full details, Box 4388. [8798

Mercedes-Benz Cars Wanted

290 or 320 limousine.—Box 4396. [8878

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1 Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

W

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model TD sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £600.

W. HAROLD PERRY, Ltd., Main Ford Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of three T.C.s: 1949, £396; 1947, £345; 1949 1,500cc conversion, £395

CHOICE of four T.A.s: 1939 red, £295; 1938 black, £275; 1937 green, £265; 1939 T.A. Tickford, £295.

CHOICE of two P.B.s: 1936 green, £195; 1936 4-seater, red, £245; 1934 P.A., black, £175.

CHOICE of three Magnettes: 1934 K2 2-seater, £175; 1936 N.A. 4-seater, £245; 1935 N.A. 2-seater, £165.

CHOICE of three V.A.s: 1939 saloon, £325; 1939 tourer, £295; 1938 tourer, £265; 1934 J2 2-str., £165.

CHOICE of three 2-litre drop head foursomes: 1938, £195; 1937, £175; 1936 £145.

CHOICE of three 2-litre saloons: 1939, £255; 1937, £245; 1936, £225.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd. Brentford, Middlesex Ealing 8841. [C3041

SLOCOMBES, Ltd.

1947 M.G. T.C. black smart and fast, excellent tyres and general condition; £350; exchanges, cars and motor cycles welcomed; immediate H.P. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. Adjacent Dollis Hill Tube. [C4017

CAR MART, Ltd

1953 M.G. T.D Midget 2-seater, list price £715; special price £675.—Car Mart, Ltd., 150, Park Lane, W.1 Grosvenor 3434. [C1089

L. F. WARD, Ltd.

1954 M.G. T.F., 2,000 miles only, grey/red leather.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4043

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel Gladstone 6303. [C2040

BRADSTOCK MOTORS, Ltd.

1954 (February) M.G. T.F., red, red leather, fitted heater, wing mirrors, negligible mileage; £755.—Chase Rd., Epsom. Tel. 633. [C1090

PARADE MOTORS (MITCHAM), Ltd., offer—

1946 M.G. TC, black, fitted oversize wheels all round, many extras; £365

1938 M.G. VA 12hp drop head coupe, black/blue; £295.

1937 M.G. TA, red; £245.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C3036

1951 M.G. 1¼ saloon, maroon, radio, heater, like new; £675.—New Cross 1358. [8750

M.G. T.D. June 1952, carefully driven, 10,000 miles, excellent condition; £550. Croydon 6494 [8766

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

JACK ROSE, Ltd. (M.G. agents and stockists), offer:

1953 M.G. T.D., in cream with green hide, one-owner car, 2,000-odd miles in new condition throughout; £650.

1953 M.G. T.D., in black with red hide, 8,000 miles, almost unmarked inside and out and as brand new; £625.

1951 (October) M.G. T.D. in black with green hide, low mileage, fitted detachable hard top, radio and many other extras, enthusiast's car; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/P.

1949 M.G. 1¼ duo-green, radio fitted, excellent condition; offers.—Robinson, Rumwell Park, Taunton. [8717

1949 M.G. T.C.; £425.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 8588-9. [C2062

1950 (December) M.G. TD 2-seater, black/red, 22,000 miles; £495.—Haslemere Motor Co., Guildford 62877. [8889

£95.—1931 M.G. 18/80 speed model open 4-seater, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 M.G. sports T.C. model, black, red upholstery, looks new in every respect; £465.—Steele Griffiths, London, S.E.5. Rodney 2201. [8726

1949 (August) M.G. T.C., blue, almost as new, well worth viewing; nearest £425.—102, George Lane, Lewisham, S.E.13. Hit. 3475. [8667

£175.—M.G. Magnette saloon, unused wartime and petrol rationing, £125 overhaul 1953 and resprayed, perfect condition, any test.—Tel. Acorn 5445 before 9.30 a.m. [8690

365gns.—M.G. Midget 1947 T.C. 2-seater, black, fawn leather, excellent condition; choice of four T.C and two T.D. models; terms, exchanges.—Rowland Smith, below.

245gns.—M.G. 1939 2.6-litre sports saloon, sliding head, leather, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

G&M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1948 M.G. T.C., radio, twin spot lights, many extras, new hood and side screens, superb order; £395.—6-7, Warren St., W.1. Euston 3268. [C1005

M.G. T.D., 1953, 8.6 compression ratio, extra set of dampers, twin fuel lines, one owner, wireless, twin fog lamps, two demisters, recent works overhaul, new engine fitted; offers over £650.—Tel. Sunderland 5589. [8830

1949 M.G. T.C., black, genuine mileage, 12,600, decoked, new Lucas battery, seat covers, muff, luggage grid, tools intact, really good condition; private sale, Middx; £395.—Box 4011. [8837

1947 (Aug.) T.C. 2-seater, black/red, one careful owner, first-class condition throughout, many extras; £375.—Salter, 11, Thanet Court, Queen's Drive, London, W.3. Tel. Acorn 6315 or Pinner 7103. [8831

1939 M.G. 2-litre drop head coupe, reconditioned engine, excellent condition, an enthusiast's motor car; £239.—Charles Simpson Motors, Ltd., Staples Corner, Hendon, N.W.2. Tel. Gladstone 1246. [8906

1951 M.G. 1¼-litre saloon, black, beige upholstery, 6,000 miles only, immaculate; £650.—Carrs Auto Sales, Ltd., Standard House, South End, Croydon 0266. [8884

1952 M.G. T.D. sports, silver and blue, one owner, fitted extras including spotlamps, turbo discs, etc., taxed year; £525.—Victoria Motors, 32, Long Millgate, Manchester, 3. Tel. Blackfriars 1549. [8909

1949 (Oct.) M.G. T.C. 2-str., red, with beige leather, many extras, in original 100% condition throughout; £420.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8775

ROSE & YOUNG, Ltd.—1953 M.G. T.D. 2-seater, 8,000 miles only, fitted winkers, British Racing Green; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

BRUTONS, Ltd.—M.G. T.C. 1948 (November), reconditioned, winking lights, aero screens, reflectors, screen washers, Windtones, Tecalemit lubricator, superb order, taxed; £415.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

1950 Series M.G. 1¼ sun saloon in mint condition throughout, with heater, demister, screen washer, Newton shock absorbers, oil coil, new tyres, taxed year; £550 or offer.—68, Percy Rd., Hampton, Middx. Molesey 1498. [8767

MAYFAIR GARAGES, Ltd.—1947 T.C. sports 2-seater, black, beige leather, carefully maintained, very smart car with excellent performance, guaranteed; £385.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [C3009

ROYS offer 1938 M.G. 1½-litre sports saloon, above average, £285; also 1940 M.G. sports drop head coupe, T.B. series, £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1952 M.G. T.D., grey, red leather, Scintilla magneto, high axle ratio, tuned engine, double shock absorbers, winking trafficators, chrome luggage grid, aero screens, etc., 22,000 miles, one enthusiastic owner, perfect, taxed Dec.; £575; 3 months' written guarantee; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [8863

XXX 1947 M.G. T.C. 2-seater, a quite exceptional and immaculate example, finished in red and chromium with silver wheels and maroon leather upholstery, one of the most outstanding examples we have had, thoroughly recommended and offered with written guarantee; £398; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

M.G. Cars Wanted

REALLY good M.G. required.—Stradling, 30, Harley House, N.W.1. [W1086

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104 [0696/R

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

POST-WAR M.G.s, T types required.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7014

C.N.K. MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

URGENTLY required, 1947-53 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7739

XXX H. F. Edwards offer immediate cash for good M.G. cars; details please to—200, Great Portland St., London W.1. Tel. Langham 0012. [W2003

M.G. Spares and Service

TOULMIN MOTORS.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service, dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

THOMPSONS for exchanges, rockers, etc.—See "Parts and Accessories." [S4067

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1 Gro. 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall Lucas cylinder heads.—159-161, London Rd., Kingston 5621-2. [S1071

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

WM

1951 Morgan Plus 4, red, unusually good condition; remarkable value at £470.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). For the largest Jowett agents in the country. [C4049

195gns.—Morgan 4/4 1938 sports 4-seater, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill stn. [W4017

REALLY good Morgan required.—Stradling, 30, Harley House, N.W.1. [W1086

PRIVATE buyer requires 1946/7 Morgan 4/4 foursome in good condition.—Box 4335. [8718

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733 [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing W.5. Ealing 0570. [0728/R

MORRIS MINOR

ELM AUTOSALES offer:—

1950 Morris Minor saloon, grey, one owner, low mileage, really excellent example; £435.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

AUTOMOBILIA, Ltd., offer—

1949 Morris Minor tourer, black, with beige upholstery, excellent condition; £385.

AUTOMOBILIA, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

1949 (Nov.) tourer, black; £365.—Value Cars, East Sheen, Prospect 7520. [C4068

£520.—1952 Morris Minor saloon, Clarendon grey with red upholstery, 12,000 miles only, as new.

£465.—1950 Morris Minor saloon, beige, recorded mileage, 20,000; fitted foglamp; in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 convertible, 20,000 miles; £415; terms or exchange welcomed.—48, Forty Ave., Wembley Park. Arnold 4604. [C3017

465gns.—Morris Minor 1952 tourer, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

375gns.—Morris Minor, October, 1949 tourer, one owner, excellent condition; choice of 5 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Morris Minor saloon, grey, excellent order; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1953 (Feb.) Morris Minor convertible, 10,000 miles, radio; £450.—Cavendish Motors, Ltd., Holywell St., Chesterfield. [8859

1951 Morris Minor saloon with heater, 16,000 miles, one owner, light use, never damaged, exceptional condition; £420.—Gamble, Brentwood 1521. [8772

1951 Morris Minor 2-door saloon, green, beige interior in new condition throughout; £465.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195.

1953 Morris Minor 4-door saloon, ohv engine, black, red upholstery, one owner, 10,000 miles; £565.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494 day or night. [8897

1953 Morris Minor 2-door ohv saloon, 12,000 careful miles, exceptional condition throughout; £535.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1952 (December) Morris Minor 2-door saloon, 14,000 miles, just like new, guaranteed; £500.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [C4053

1952 Morris Minor saloon, fawn, beige leather upholstery, 23,000 miles only, beautifully maintained by one private owner; £475.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

TWIN-CARBURETTOR high compression, 1953 or '54 Minors fitted high axle ratio, 75 mph, 45 mpg, a revelation to drive; we usually have a few in stock, price from £575 according to model.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [8703

MORRIS Minor 1951 convertible, green, beige upholstery, 26,000 miles, one owner, in above average condition throughout, extras, wireless, etc.; £450; H.P. can be arranged.—Battson, 59, Park Ave., Rushden, Northamptonshire. Tel. Rushden 2728. [8785

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloons, ohv, grey/red or black/red, 1,000 miles, one owner, choice from two, £569; 1952 Clarendon grey/red, low mileage, £489; 1951 black/beige, £459; 1950 green/beige, heater, £429; 1952 convertibles, grey/beige, low mileage, heater, one owner, choice two from £449; 1951 grey/beige, green/beige, choice two from £399; 1949 grey-beige, choice two from £349; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

MORRIS Minor tourer wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [8846

MINOR saloon, late model, wanted.—Clements, 17, Parkwood Rd., Isleworth. Hounslow 1817. [8303

TOP price paid for Minor or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

CASH waiting for low mileage 1953 or 54 saloons; our need is urgent.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel 345. [8031

WANTED for special client, 1951 onwards Morris Minor tourer, immediate settlement.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [W1024

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1938 Morris 8 4-door saloon, amazingly clean and fastidiously maintained by enthusiast, no rust whatsoever in the bodywork, mechanically sound throughout; 189gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

B. J. HUNTER, Ltd., offer:—

1951 Morris 8 coupe, very carefully used; £435.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1946 Morris 8 4-door saloon, new engine, excellent condition; £300.

1939 Series E Morris 8, recellulosed, splendid condition; £245.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (March) Morris 8hp series E saloon, fawn and black, brown upholstery, moderate mileage, carefully maintained and in excellent condition; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 series E 4-door de luxe saloon, superb condition; £265.

1939 series E 4-seater tourer, outstanding condition, £225.

1938 2-door de luxe saloon, choice of 4, all perfect condition; £195.

1937 2-door de luxe saloon, choice of 2; £165.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4063

1939 Series E 2-door saloon, £190; genuine private sale. (Suffolk.)—Box 8840. [4014

1948 (June) Morris 8 4-door saloon, mileage 15,000, owner-driven; £365.—Box 4407. [8833

1947 model Morris 8 saloon, one owner, new engine, splendid order throughout; £295.

GEE CARS, 60-62, Queenstown Rd., S.W.8. Mac. 3363. [7910

365 gns.—Morris 8, November, 1948 4-door saloon, leather, carefully used; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 8 1938 saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Morris 8 1935 saloon, black, green leather, outside luggage boot; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1946 Morris 8 series E 2-door saloons, reconditioned engines, excellent, choice of three; from £298.—Below.

1947 model Morris 8 series E 2-door saloons, reconditioned engines, choice of two; from £315.—Below.

1948 Morris 8 series E 4-door saloons, reconditioned engines, exceptional, choice of two; from £345.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

MORRIS 8, 1939, series E 4-door saloon de luxe, reconditioned engine, original paint, tip-top condition, appearance, excellent upholstery; £240.—Godalming 1494. [8810

ARCHIE SIMONS & Co., Ltd.—1939 Morris 8 series E saloon, reconditioned engine recently fitted, stored during war, excellent; £250.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

Morris Eight Cars Wanted

PRIVATELY owned Morris 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1947 Morris 10hp saloon.

DUNHAM & HAINES. 46, Castle St., Luton 2100-1. [C1079

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1946 Morris 10 saloon, green/brown, one owner, highly recommended; £310.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1939 Morris 10 sun saloon, grey with blue leather upholstery; £235.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1936 Morris 10 saloon; £165; recently fitted new engine.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1948 Morris 10 saloon, reconditioned engine, excellent condition, guaranteed; £375; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1947 Morris 10 4-door saloon, black, leather, appearance excellent, nice motor; £329; terms, exchanges.—Makin & Harrison, Motors, Ltd., 492-6, High Rd., W.4. Chis. 0558 [C3071

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R

MORRIS FOURTEEN

£277!!!—1941 Morris 14 de luxe saloon, beautifully maintained, spotless, magnificent condition throughout three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) [C2052

MORRIS SIXTEEN

1937 Morris 16hp saloon, completely overhauled.

DUNHAM & HAINES. 46 Castle St., Luton 2100-1. [C1079

MORRIS OXFORD

1953 Morris Oxford saloon, one owner, as new; £635 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. [C4054

1952 Morris Oxford, as new, 10,000 miles; £595.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1951 Morris Oxford saloon; £525.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2460. [8927

1952 Morris Oxford saloon, 11,000 miles; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (Adj. Leicester Square Tube Stn.) Temple Bar 3588. [C1027

MORRIS OXFORD

MORRIS Oxford, Sept. 1950 export model, left-hand drive, heater, black/brown hide, one driver only; owner posted abroad; £425 o.n.o.—Apply Hardy, Buckland, Newton Manor, nr. Dorchester, Dorset. [8655

1951 Morris Oxford saloon, grey, brown leather, radio heater, one owner; £495; terms, part exchanges.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9873. [8890

1949 Morris Oxford saloon, maroon with beige leather upholstery, heater, one owner, excellent mechanical condition; £445; three months' written guarantee.—194-198, King's Rd., Chelsea, London, S.W.3. Flaxman 4801-2-3. [C4026

465 gns.—Morris Oxford 1951 saloon, black, brown leather, one owner, unused spare, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, Thames blue/green, low mileage, £489; 1950 black/brown, heater, green/green, choice two from £439; 1949 grey/beige, one owner, £429; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Oxford Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3 Ham 6041 [W4018/R

PRIVATELY required, Oxford Traveller's de luxe.—Harcourt, Longmeadow, Brackley Avenue, Hartley Wintney 2243. [8805

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For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

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NEWNHAMS, Ltd.

1950 Morris Six saloon, one owner, excellent condition; £455.

NEWNHAM House, 235-7-9, Hammersmith Rd. London, W.6. Riverside 4646. [C3024

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1950 Morris Six, one owner; £450.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

CASS'S MOTOR MART.—1952 Morris Six saloon, blue, heater one owner, genuine 13,000 miles written guarantee.—5, Warren St. W.1 Euston 4110 [C1040

PRIDE & CLARKE, Ltd.—1951 Morris Six saloon, green/green, low mileage, covers, £449; 1950 black/red, radio, heater, one owner, £419; 1949 black/grey, heater, £379; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Morris Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3 Ham 6041. [W4018/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0098/R

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. [0717/R

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. [S4053/R

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R

Morris Spares and Service

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521

NASH •

SIMPSON'S offer:—

RHD 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

OLDSMOBILE

CAR MART, Ltd.

1947 Oldsmobile 27hp saloon; £675.—Car Mart, Ltd., 320 Euston Rd. N.W.1. Euston 1212. [C1059

SIMPSON'S offer:—

1951 Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1947 Oldsmobile, 4-door, green, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, Nr. Lingfield, Surrey, Tel. 330-1. [0217/R

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235, hire purchase and part exchanges.

JOHN CAMPBELL MOTORS 415 Holloway Rd., N.7. North 4641. [C1036

1947 Oldsmobile Special 66 4-door sedan, in very good condition; £465.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213 [C4036

98 Oldsmobile Rocket convertible, power top, electrically operated windows and seats, radio, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove) W.11 (Bayswater 8626-7) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

KAPITAIN saloon, reg. 1951, about 19,000 miles, one owner heater, fast post-war model; £400; seldom opportunity; terms, exchanges.—10, Winchester Mews, N.W.3. Primrose 6159. [8673

125 gns.—Opel Cadet, 1937, saloon, very good condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton Tel 3266/4944 [0526/R

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19 [0513/R

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd. S.W.9. Brixton 6251. [0067/R

REPAIRS guaranteed engineers, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240

PACKARD

LEONARD WILLIAMS & Co., Ltd.,

PACKARD sole concessionaires, offer:—

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black, 3,000 miles only, one owner; £2,795.—Leonard Williams, below.

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, black, 600 miles only unregistered, price £2,950.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford Middlesex Ealing 3400. [6990

DENHAMS GARAGE (ESHER) Ltd., offer:—

RHD 1948 Packard 4-door sedan, immaculate example, host of extras including radio, dual heaters, windscreen washers, 22,000 miles from new; £695.—Portsmouth Rd., Esher, Surrey Tel 3560. [8582

1938 Packard drop head foursome coupe; £165.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2037

1953 Packard Clipper 3,000 miles, 4-door saloon, radio and heater dark blue

1939 Packard 6-cylinder, black, £350; also drop head coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

C & M ALFREDS (1936) Ltd. formerly Guy Alfreds.—1939 Packard Super 8, maintained by concessionaires, outstanding condition; 1938 Packard saloon, 1950 condition; 1936 Packard Club saloon superb order.—6-7 Warren St., W.1 Euston 3268. [C1005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

1938 Packard 26 saloon, radio, heater, guaranteed; £220; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

1948 Packard 8-cylinder de luxe convertible, right-hand drive all power operated, radio, heater, 30,000 miles only; £845.—Taylor & Crawley, Hyde Park Corner, 33 Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

7-passenger, 1947, Clipper Saloon, forward occasionals, lavishly equipped, reasonable mileage, certified mechanically, capacious boot, ideal continental touring. £785.

LIMOUSINES, 1939, (Deluxe £1395 model), Super-32hp, black, forward occasionals, immaculate condition carriage. £525. Selection-from-£325, certified mechanically, ready service. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1001

Packard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards. —91-95 Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

TYPE 203, August, 1951 l.h.d. sports saloon, one owner, approx. 15,000 miles, sliding roof, dual colours, overdrive, immaculate; £585.—Chipstead Motors, Ltd., 197 Fulham Rd., Kensington, London, S.W. Flaxman 0052/7253/7154. [C1046

PLYMOUTH

SIMPSON'S offer:—

1949-50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

PONTIAC

SLOCOMBES, Ltd.

1938 Pontiac 6-cylinder saloon, radio, Ace Rimbellishers black; £195; exchanges, cars and motor cycles welcome; immediate H.P. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. Adjacent Dollis Hill Tube. [C4017

METCALFE & MUNDY, Ltd.

PONTIAC, November, 1950, special convertible, one owner, immaculate green cellulose, power operated hood, new tyres, and hood, heater, radio, nominal mileage, loose covers from new; this car looks and runs as if it has just left the factory.—280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

PONTIAC saloon, 1939, column change; £195.—Reid Motors, The Pond, Ickenham, Middx. Ruislip 9005. [8304

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361 Specialists in Porsche repairs and service. [0629/R

Porsche Cars Wanted

REQUIRED, good used Porsche.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RACING CARS

BOB GERARD is disposing of his E.R.A. stable; these cars are rebuilt and ready to race:—

B/C type 2-litre; £1,150.

B/C Type 1½-litre; £850.

B. Type 1½-litre; £750.

ALSO a large quantity of spares for E.R.A. and Riley.

BOB GERARD CARS, Abbey Lane, Leicester.—Tel. 61511/2/3/4. [8279

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars [0821/R

PERFORMANCE CARS racing section.—Lotus 1953 Ford-engined competition 2-seater, £525; Arnott Mark I Formula III single-seater, less engine, £165; M.G. K3 1,100cc supercharged single-seater, £295; Cooper Lea-Francis 1,500cc comp. 2-seater, 1953, £995; Aston Martin ex-Horsfall 2-litre Speedmodel, £595; E.R.A. 1½ B type s/c single-seater, £545; Frazer Nash Mille Miglia, 1952, £1,850. See also under "Sports Cars."—Great West Rd., Brentford, Middx. Ealing 8841 [C3041

RACING CARS

SINGLE-SEATER H.R.G., fitted racing Lea-Francis engine, close-ratio preselector gear box, the whole ready for this season or would easily convert to road car with stupendous performance; £700 or reasonable offer.—Edwards, Rutland House, Bicester. Tel. 301. [8528

RAILTON

GE

1939 29hp Railton Straight 8 Sandown de luxe, fitted superb 4-door 4-light 5-seater saloon coachwork, with sliding roof and graceful swept tail, incorporating spacious luggage compartment, a design on graceful and sweeping lines throughout, finished beautiful unmarked maroon coachlined black cellulose, brilliant chromium, finest immaculate maroon leather upholstery, carpets and roof lining to tone, beautifully polished interior woodwork, equipped remote control gear box, hydraulic brakes, tele-control shock absorber equipment, comprehensive instrument panel, sprung steering wheel, plastic steering wheel cover, twin tone horns, fog light, demister, concealed ashtrays, etc., superb mechanical order, fitted reconditioned works engine, reconditioned clutch, petrol pump, etc., near new tyres, excellent battery; just fully serviced throughout, terrific performance; written guarantee; 325gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

A-ONE MOTORS (LONDON), Ltd., offer:—

1935 Fairmile drop head coupe, excellent; £125.

1934 sun saloon, excellent condition; £135.

1945 Cobham de luxe saloon, 43,000 miles; £385.

1938 ditto, 7,000 miles since completely reconditioned; £375

1938 Fairmile drop head coupe, 28,000 miles since new, exceptional, original condition; £500.

1938 Fairmile drop head coupe, 93,000 miles, nice condition; £265.

ALSO spares, reconditioned engines, etc.—Tate Gallery 0192 and Vandyke 5181. [0333/R

RAILTON Straight Eight sports saloon, rebuilt 1953 regardless of expense; indistinguishable from new; many extras; best offer.—9, Calvert Terr., Swansea. [8819

1938 Sandown saloon, 16.9hp, in excellent condition throughout, any trial or inspection; £295.—Allwood, Yew Tree House, Baulkley, Malpas, Cheshire. Tel. Cholmondeley 217. [8521

£265.—1937 8-cylinder foursome drop head coupe, new hood (Vyanide), new battery, good tyres, etc., wonderful performance, P.100 headlamps.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

RAILTON 4-seater 2-door 1939 10hp grey saloon, mechanically renewed throughout April last, 34 miles per gallon, good appearance and performance, all spares available; £255; any reasonable trial.—May, 75, Barnwood Rd., Gloucester 23390. [8829

Railton Cars Wanted

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

THOMPSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656 [0421/R

WELHAM'S Renault Sales & Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873, offer:

750 saloons de luxe, choice of 4, 1952 to 1954; from £475.

1939 17.9 saloon 6-str., black; £195.

1938 12hp drop head coupe, dicky; £195. [C4070

1951 Renault 750cc saloon, one owner, 21,000 miles only, excellent condition throughout; £435.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1952 (late) Renault 750cc de luxe, 7,000 miles, pale blue, like new; £475.—Harper, 249a, Kingsway, Hove 37198. [8756

G&M ALFREDS (1936), Ltd.—1950 Renault 8, 4-door saloon, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

CASS'S MOTOR MART.—1952 Renault 750 de luxe saloon, metallic blue, genuine 8,000 miles; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ARCHIE SIMONS & Co., Ltd.—1953 Renault 750 de luxe saloon, windscreen washers, spotlight, one owner, 8,000 miles; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

PART exchange clearance! 1939 Renault 12 drop head coupe, £125; also 1934 12 saloon, £75; both excellent condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

£400 or nearest offer.—Renault 750 1950 saloon, 18,000 miles, 800 miles since complete engine overhaul including new pistons and liners, immaculate condition.—Lloyd-Smith, The Mount, Uckfield. [8327

1951 Renault 750cc saloon, dark metallic grey, 10,000 miles only, in perfect condition throughout; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Renault Cars Wanted

MAYFAIR GARAGES, Ltd., top cash prices for Renaults.—Balderton St., W.1. Mayfair 3104. [0416

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10 City Rd. Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel 20531. [0911/R

RILEY

PC

PERFORMANCE CARS.—Good selection of guaranteed Rileys. We select from our stock of 150 cars.

RILEY 16/4 Continental sports saloon, 1938, £365; Riley 1½-litre Nuffield saloon, 1939, £295.

RILEY 1½-litre Sprite 2-seater, 1936, £355; Riley Imp 9hp 2-seater, 1935, £275.

RILEY 1½-litre Lynx tourer, cream, 1936, £295; Riley 1½-litre 6-light Kestrel saloon, 1937, £245.

RILEY 9 1938 Monaco saloon, manual box and overdrive, £275; Riley 9 Monaco saloon, 1935, £165.

IMMEDIATE hire-purchase, insurance and part exchanges; see also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C3041

ACRES offer:—

1953 1½-litre Riley, bronze with red leather, 5,000 miles only, taxed; £935.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

MAIDSTONE ENGINEERING Co.

1939 Riley 2½-litre sports saloon, in excellent condition; £275.

CROSS St., Pendleton, Salford, 6. Manchester. Pen. 3457. [C3000

WARWICK WRIGHT, Ltd., offer:—

1953 Riley 2½-litre saloon, black, radio, 5,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MAYFAIR COUNTRY CARS offer:—

1949 Riley 1½-litre saloon, superb condition; £595.

1951 Riley 2½-litre saloon, low mileage, exceptional condition; £725.

1947 Riley 2½-litre saloon, fitted H.M.V. radio, excellent condition; £525.

1947 Riley 1½-litre saloon, black with green leather, excellent condition; £495; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

GUY SALMON AUTOMOBILES, offer:—

1954 Riley 1½-litre saloon, 5,000 miles only, Radiomobile, quite as new, cost new £1,270; offered at £1,125

1948 October Riley 2½-litre saloon, black, green leather, heater; £545.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

THE RILEY CENTRE (Gordon & Glynn)

£325.—1938 Big 4 touring saloon.

£295.—1937 (Dec.) Kestrel 1½-litre sports saloon, choice of two.

£285.—1935 Imp 9hp 2-seater sports.

£265.—1936 1½-litre estate car.

£225.—1937 Adelphi 1½-litre saloon.

£195.—1935 Falcon 1½ sports saloon.

ALWAYS at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed; open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube.) Sloane 8326/4426 [C3069

BROOKLANDS: Individuality new and used cars.

1952 Riley 2½-litre saloon, 13,00 miles.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

RONALD KENT (COACHBUILDERS), Ltd., offer:—

1952 2½-litre low mileage Silver Streak Riley, many extras, heater and wireless, specially tuned engine, exceptional condition throughout, immaculate appearance assured; £975.—Coal Wharf Rd., W.12. She. 2231. [8549

CAMDEN MOTORS for Rileys.—See full page advert, page 77 this issue. [1035

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

1954 (new) 1½-litre; see special announcement under "New Cars."

1953 (May) 1½-litre saloon, green, beige leather, 3,000 miles, quite unblemished; £995.

1953 (reg), November, 1952, 2½ saloon Silver Streak, green leather, 18,000 miles; £975.

1952 (February) 2½ saloon, black, green leather, H.M.V. radio, extension speaker; £895.

1950 (July) 1½ saloon, black, red leather, heater, loose covers; £695.

1948 (September) 1½ saloon, green, beige upholstery, exceptionally fine condition; £565.

49 Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266. Offer:—

1952 Riley 2½ sal., black, red leather, heater, radio, one owner, 14,000 miles only, guaranteed; £925.

SERVICE: Works and stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 2½ Riley, fitted Tickford roll-top, radio, excellent.—Tickford, Ltd., Tem. Bar 3356. [C4029

1954 Riley 1½-litre saloon, black/ivory, 2,000 miles, as new; £1,050.—Tel. Uplands 9381. [C3068

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1½-litre Riley saloon (1952), green, green leather; £850.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4404. [C4022

RILEY 12 saloon, 1939-40, very smart and fast; £255; terms and exchanges.—U.C.S., Wolverhampton St., Bilston, Staffs. 41689. [8769

RILEY 9 Kestrel, special series engine, enthusiast's car in original and exceptional condition, many extras; £225.—Eltham 9066. [8782

1937 Riley 1½-litre Kestrel 12/4 saloon, black; £175; consider part exchange 1949-50 Morris Minor tourer.—Ashtead 3340, evenings. [8802

£265.—1937 Riley Kestrel 1½-litre saloon with Sprite engine, maroon bodywork and upholstery, first-class condition.—Box 4012. [8838

1950 (April) Riley 1½-litre saloon, black, green leather, one owner, genuine 23,000 mls., as new; £675.—Below.

1949 (Oct.) Riley 1½-litre saloon, black, brown leather, H.M.V. radio, one owner, perfect; £575.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8458

1953 Riley 2½-litre saloon, heater, small mileage, beautiful condition.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

645gns.—Riley, 1950 2½-litre sports saloon, woodland green, green leather, small mileage, exceptional condition· terms, exchanges.—Rowland Smith, below.

525gns.—Riley, 1949 model 1½-litre sports saloon, maroon, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1938 Riley 16/4 Continental saloon; outstanding example of this rare marque; bargain price £295!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1952 model 2½ litre Riley saloon, mist green, green leather, 24,000 miles, all new tyres, one owner; £795.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

£999.—Riley 2½-litre Silver Streak, grey with maroon upholstery, fitted heater and Radiomobile, first registered August, 1953, total mileage 11,400, one owner, in absolutely new condition.

W. P. MAIDENS, Sleaford, Lincs. Tel. 135. [8849

1938 Riley Kestrel 1½ saloon in 100% order throughout, green with fawn leather, many extras; has been maintained by Boon & Porter to highest possible standard of efficiency; £350 o.n.o.—Tel. Mai. 2480. [8783

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

1951 Riley 2½-litre black saloon, fitted radio, 36,000 miles, grand condition throughout, licensed year; £675; demonstration by appointment; terms and exchanges.—Kennings, Ltd., St. John St., Lichfield. Tel. 3113-4-5. [8654

Riley Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

A REALLY exceptional Riley wanted, 1½ or 2½ post-war.—Speedsters, Ltd. Horley 628. [W4020

CLARKE & SIMPSON require only immaculate post-war models.—49, Sloane Sq., S.W.1. Sloane 4727. [W1048

BLAKES. Riley distributors, will purchase any Riley cars.—110 Bold St., Liverpool, 1. Tel. Royal 6622. [7735

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

POST-WAR Rileys urgently required, best cash prices.—Holbrook Motor Co., Ltd., Richmond, Surrey. Richmond 4014. [W2038

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7738

XXX H. F. Edwards offer immediate cash for good Riley cars; details please to—200, Great Portland St., London W.1. Tel. Langham 0012. [W2003

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Bla. 3322. [4655

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0238/R

REPAIRS, parts, reconditioned guaranteed gear boxes (including Warner); shock absorbers, engines.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0060

Riley Spares and Service

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

ROLLS-ROYCE

C

M

CAR MART, Ltd.

1939 Rolls-Royce Wraith 7-seater limousine; £1,395.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1059

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1951 H. J. Mulliner sports saloon, black with cream hide, 47,000 miles; £4,500.

1949 Gurney Nutting sedanca coupe, black with beige hide, 11,000 miles; £3,750.

1949 James Young razor edge sports saloon, black with blue hide, 45,000 miles; £3,500.

1949 Hooper touring limousine, black with brown hide, 39,000 miles; £3,250.

1939 Park Ward Wraith limousine, dark blue with blue hide; £1,650.

1939 Gurney Nutting P. III saloon with division, grey with grey hide; £1,295.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

JACK OLDING, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer new cars for early delivery:—

SILVER Wraith long chassis enclosed drive 7-seater limousine, automatic gear box.

SILVER Wraith touring limousine with electric division, automatic gear box.

SILVER Dawn, with special Freestone & Webb coachwork, automatic gear box.

SILVER Dawn, synchromesh gear box.

FROM their selection of used cars:—

1939 25/30 Thrupp & Maberly sports saloon, black/brown leather, most attractive car; £1,450.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

VINTAGE AUTOS,

THE pre-war Rolls-Royce specialists.

ALWAYS a good selection of all types at very competitive prices.

66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

PB. Ltd., offer:—

1938 25/30 Rolls-Royce Barker owner-driver saloon with boot, small mileage, in immaculate condition.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

1932 20/25hp Rolls-Royce, fitted recently with good-looking utility body, painted fawn with natural wood, fawn leather upholstery.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C3033

H. A. FOX & Co., Ltd.,

OFFICIAL Rolls-Royce retailers

AN unusually low-mileage (12,500) Rolls-Royce Silver Wraith fitted with unique Park Ward saloon, handsomely furnished in every way and the whole car as new, first registered June 1952, one owner, still under maker's guarantee (R.203), a superbly attractive carriage; £5,555.

1947 Rolls-Royce Silver Wraith with Hooper touring limousine body, mileage only 29,604, fully equipped in every way, including radio with rear extension, electrically operated rear blind and division, upholstered throughout in whipcord, two owners, chauffeur maintained (R.205); £2,850

H. A. FOX & Co., Ltd.,

3-5, Burlington Gdns.,

OLD Bond St., W.1.

TELEPHONE Regent 7687 [8668

R. C. MORTLAKE offers:—

1933 25hp Windover owner-driver sports saloon with boot.

R. C. MORTLAKE, 48, Forty Avenue, Wembley Park. Arnold 4604/6452. [C3017

KNIGHTSBRIDGE MOTORS, Ltd.

1937 (January delivery) 25/30 Martin Walter Wingham drop head foursome, very well maintained; £835.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C2063

CAMDEN MOTORS for limousines.—The largest stock in the country; 65 in stock, including 6 Rolls-Royce models; see advert page 77 this issue. [C[illegible]

ROLLS-ROYCE

J

B

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1949 touring limousine by H. J. Mulliner, painted maroon and upholstered in beige hide and cloth, 28,000 miles; £3,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

RUSSELL MOTORS, Ltd., offer:—

1922 Rolls-Royce Silver Ghost.—H. J. Mulliner tourer, original and in excellent condition; £195; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner semi-razor edged sports saloon with division; £1,150.

1938 30hp H. J. Mulliner sedanca de ville, 47,000 miles; £975.

1935 25hp Gurney Nutting fixed head coupe; £750.

1934 25hp Park Ward sports saloon; £675.

1932 25hp Thrupp & Maberly sports saloon; £475.

1930 25hp Park Ward drop head foursome coupe; £500.

AND many others with various types of coachwork.

237, Kensal Rd., Ladbroke Grove, London, W.10. Ladbroke 1231/2. [C3007

CHIPSTEAD MOTORS, Ltd., offer:—

25hp late 1932 Thrupp & Maberly sports saloon, blue leather, nice condition, sliding roof, new tyres; £445.

25hp 1933-4 special French, very low semi-razor sports saloon with coupe de ville front, one owner, low mileage, specimen; immaculate.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

SWANMORE GARAGE, Ltd., offer:—

1939 Rolls-Royce Wraith full r/e. saloon by H. J. Mulliner, one owner; £1,975.

1937 Rolls-Royce Ph. III by Gurney Nutting, recent complete makers' overhaul costing £800; £1,375.

1937 Rolls-Royce Ph. III by H. J. Mulliner, solid tappets, very attractive; £1,175.

1935 Rolls-Royce 20/25 saloon by Gurney Nutting, quite exceptional condition; £765.

1934 Rolls-Royce Ph. II Continental 4-door Park Ward saloon; £595.

1931 Rolls-Royce 20/25 saloon, fitted Replica body 1938; £675.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C4024

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,075.—Watford Way Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

ROLLS-ROYCE razor-edge saloon, 7 seats f.f. (1951 replica Wraith); £1,050.

ROLLS-ROYCE countryman saloon, bed, boot (1954 replica); £1,500.

ROLLS-ROYCE Phantom III, Continental close-couple sedanca, large boot, ex-Embassy, registered Feb., 1953; £1,150.

ROLLS 20hp, 1936 saloon body fitted; £200.

ROLLS 25hp 1931 limousine; £180.

ROLLS 20hp touring saloon; £200

SPARES, bodies, etc.; exchanges.

JOHNSON, 26, Egerton Rd., Fallowfield, Manchester, 14. Rusholme 3009 [8694

HEARSES, Rolls Selection of Five complete with unused Hearse bodies. Written Guarantee.

WRAITH Chassis Available. We will build body to your requirements. Quotation given.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Head office, Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161 [8589

ROLLS-ROYCE Wraith Hooper limousine, January, 1939, one owner, exceptional condition; £1,200.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

ROLLS-ROYCE Silver Dawn, automatic gear box, 2,100 miles, 2 shades grey, as new.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores—Barnsdale Yard, off Elgin Ave., W.9 Cunningham 5936. [C2010

FRANK DALE offers 25/30hp Rolls-Royce sports saloon by Mayfair Carriage Co., G.U.L. series, large boot; £775.—61, Lancaster Mews, Lancaster Gate, W.2. Pad. 9276-7 [C1067

ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [8880

£345.—1930 Rolls-Royce 20/25 4-light saloon, black, Rolls maintained, original condition, taxed year; terms exchanges.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072

1937 Rolls-Royce Phantom III Barker drop-division limousine, modified extensive equipment, hide throughout, immaculate condition for £875.—Jacquier, Ltd. 225-7, Hammersmith Rd., W.6. Riverside 6677-8 [C2048/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A & S display first class condition privately owned Limousines (Certified mechanically—ready service).

LIMOUSINE 1933/25hp, partition, Windover, forward occasionals, black, carefully maintained. £425.

LIMOUSINE 1938/30hp, Hooper, partitioned Deluxe Coachwork, forward occasionals, privately owned, genuine mileage 44,000, desirable condition throughout.

9280 miles Phantom III (series BT, registered 1946), Park Ward partitioned black Limousine, forward occasionals, unblemished, (detailed history available), unrepeatable opportunity.

WRAITH Limousine 1939/30hp, partitioned Deluxe Hooper Coachwork, widest occasionals, black, mileage 29,000, history available, really outstanding condition, reasonable cost.

ALPE & SAUNDERS LIMITED Seven Passenger Rolls-Royce Specialists. Providence Court, North Audley Street. Mayfair-2941. [C1006

1933 Rolls-Royce 26hp limousine, one owner and chauffeur maintained, laid up during war, completely reconditioned 1947, costing over £500; a distinguished car in exceptional condition for £455.—Mole, 31, Dover St., W.1. Tel. Grosvenor 5902. [8562

1933 Rolls-Royce 20/25hp Park Ward owner-driver 5-seater saloon, black, fawn leather, a really first-class example, beautifully maintained in all respects; £575; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

JACK ROSE, Ltd., offer.—1936 Rolls-Royce 25/30 close coupled 4-door semi sports saloon by Thrupp and Maberly, coachwork almost unmarked, inside and out, in black and green with green hide upholstery, speedometer reading 62,000; accept £950.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

£395 o.n.o.—1934 (April) 20/25 G.X.B. Series owner driver saloon, low mileage, all original tools, nearly new tyres, Ace discs, perfectly maintained and in exceptional condition throughout; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

1951 Rolls-Royce Silver Wraith Freestone & Webb owner-driver saloon, finished black with light fawn hide, one owner, 27,000 miles; a most attractive looking car complete with all luxury equipment; £4,150; current list price of similar car nearly £7,000.—Castle's, Church Gate, Leicester 65251. [8740

Rolls-Royce Cars Wanted

C

M

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

25 or 30hp Rolls wanted, sports saloon.—Spring Hill Farm, Wykin, Hinckley, Leics. [8217

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

£300 offered good 20/25 Rolls sports saloon, or exchange 1948 Triumph Renown.—Bunting, Thetford, Norfolk, 2273. [8709

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19 Livingstone 3362. [0345/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2 [W3007

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266; officially appointed Rolls-Royce and Bentley retailers and repairers, wish to purchase good low-mileage cars.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6283

A & S urgently require 25/30hp Saloon and coupe with boot, also privately owned 25/30hp Limousires, details please. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W3030/R

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

CAMDEN MOTORS for Rovers.—See advert. page 77 this issue [C1035

ROVER 10

BOON & PORTER, Ltd.

1938 10hp saloon, black, 7,000 miles since rebore, one owner; £250.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1020

ROVER 10 1938 grey saloon, very good condition.—Hornby, 130, Ralph Court, Queensway, W.2. [8751

1947 Rover 10 sln., well above average; £525.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

ROVER 12

GE

1937 quite outstanding Rover 12 4-door 6-light de luxe saloon, with sliding roof and graceful swept tail incorporating spacious luggage compartment, beautiful unmarked royal blue cellulose, chromium-bright fittings, immaculate rich blue leather upholstery, carpets and roof lining to tone, with polished interior woodwork, equipped radio, demisters, screen washers, companion lock, twin wing mirrors, twin built-in rear lights, comprehensive instrument panel, built-in tool tray, illuminated indicator switches, reversing light, fog light, latest Lucas block-lens head lamps, bug-deflector, etc., laid up many years, mechanically superb, maintained regardless of cost, recent complete chassis overhaul with bills available for over £250, just fully serviced throughout, excellent tyres and battery, spotless engine, a fantastic motor; written guarantee; 280gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

HAROLD SIMONS, Ltd., offer:—

1947-8 Rover 12 sports saloon, sun roof, black, brown upholstery, spot light, immaculate appearance throughout, superb mechanical condition; £515; trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401 High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53.

DUNCAN HAMILTON & Co. offer:—

1940 Rover 12 sports saloon, colour black, brown interior, an immaculate and most beautifully kept car, in superb mechanical condition; £385.—33, High Rd., Byfleet, Surrey. Byfleet 3101/2 day and night. [C1091

CAMDEN MOTORS for Rovers.—See advert. page 77 this issue. [C1035

1938 Rover 12, 6-light saloon, good condition; £218.—Paddington 9196. [C2069

1940 model Rover 12 4-light sports, good order and presentable; £270.—Dann, Cowden 3104. [8885

1938 12-4 saloon, black; £295.—Fletcher, "Little Cottage," Deadmans Lane, Wexham, Slough. [8752

1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted heater, fog lamp, low mileage, one owner, original condition; £495; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

395gns.—Rover 12, 1946 de luxe saloon, sliding head, eather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER sports saloon, 12hp, Nov., 1946; not used till June, 1947; genuine mileage 32,000; one owner; new battery and shock absorbers; brakes and steering overhauled; engine perfect; £525.—Massey, West Winds, Ringway. Tel. Rin. 4160. [8801

ROVER 12 saloon, unused considerable period, wireless, splendid condition throughout including engine, black and brown leather, modern appearance, 1938 model, overhauled by Rovers, since done 6,500 miles; £350 or near offer.—P.34, Ferrers Rd., Lewes, Sussex. [8704

ROVER 14

HAROLD SIMONS, Ltd., offer:—

1936 Rover 14 sports saloon, just resprayed, mechanically sound; £225; trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

WEBB MOTORS (WATFORD), Ltd., offer:—

1947 Rover 14 saloon in really superb condition, black/brown upholstery, low mileage, car has been maintained by Rover enthusiast, outstanding value; £525.—232, St. Albans Rd., Watford. Tel. Watford 3092. [8790

CAMDEN MOTORS for Rovers.—See advert. page 77 this issue. [C1035

£75.—1935 Rover 14 sports saloon, clean car.—Autosnips, 26, Bristol Rd., Brighton, 7. Tel. 28440. [8929

1947 Rover 14 sports saloon, reconditioned engine, unmarked; £525.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork like new, interior magnificent, chassis faultless, 3 months' guarantee; hire purchase, exchanges

LAMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROYS offer the most elegant and indescribable on paper.—1939 Rover 14 touring 6-light saloon, its originality, general condition and performance will do justice to most new models of that calibre, must impress the most keen, critical buyer, open to any examination whatsoever; £375; another, well above average, £325; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and [illegible]. [C3059

ROVER 14

1936 14hp sports saloon, one owner only since new, an exceptional bargain; £195; terms if required.—Mann, 48, Forty Ave, Wembley Park, Middx. Arnold 4604. [C3017

ROVER 16

ELM AUTOSALES offer:—

1937 Rover 16 saloon, mechanically perfect, coachwork as new, a beautiful quality car maintained in the true Rover tradition by a fastidious owner; £295.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

RUSSELL MOTORS, Ltd., offer:—

1946 Rover 16 sports saloon, 46,000 miles, one owner, black and brown leather; £485; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MOTOURISTS (LONDON), Ltd., offer:—

1947 Rover 16 de luxe sun saloon, genuine 28,000 miles only, one private owner, finished black, heater, loose covers, taxed December, as new; £550; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

CAMDEN MOTORS for Rovers.—See advert. page 77 this issue. [C1035

1947 Rover 16 saloon, black, fawn interior, equipped with heater; £475.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [8748

1947 Rover 16hp sports saloon, fitted radio and heater.

DUNHAM & HAINES, 46, Castle St. Luton 2100-1 [C1079

CASS'S MOTOR MART.—1947 Rover 16 saloon, grey, one owner; £495.—5, Warren St., W.1. Euston 3523. [C1040

ROVER (60, 75 and 90)

MAIDSTONE ENGINEERING Co.

1949 Rover 75 P.3 saloon, finished in unblemished black with maroon leather interior and carpets to match, fitted with H.M.V. push-button radio, heater, demister, twin chrome Windtone horns, chrome centre pass lamp, the appearance of this car is immaculate, this model is, of course, fitted with the new engine and independent front suspension which gives a most excellent performance with absolute silence and a remarkable petrol economy of 30mpg at normal cruising speeds, the car is taxed and ready for immediate use; £650; terms.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75, black radio, covers 4,000 miles, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772 3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1953 Rover 75 saloon, black, 6,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1951 Rover 75, fitted radio and heater.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079

SEYMOUR & CLEMENTS, Ltd., offer:—

VERY rare 1948 (June) Rover 60 saloon, suede green, latest modified front suspension, sunroof, wireless, heater, etc., cellulose as new, most imposing; £565.—38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 Rover 75 P4 saloon, heater, one careful owner, excellent condition, highly recommended; £790.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CAMDEN MOTORS for Rovers.—See advert. page 77 this issue. [C1035

1954 Rover 60 saloon, 900 miles, taxed year.—Weybridge 600. [C4023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1952 Rover 75 saloon, finished black, brown leather, radio, one owner, immaculate condition throughout; £975. [C1001

1951 Rover P.4 saloon, fitted with heater, low mileage, immaculate condition; £865.

LYNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N.8. Mountview 4401. [C2058

1948 Rover 75 sports sal., black, one owner; £625.—Tickford, Ltd., Tem. Bar 3338. [C4029

ROVER 75 saloon 1949 4-door 6-light, black, 33,000 miles, exceptionally clean inside and out, very good tyres, mechanically excellent; terms; £625.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle-U-Lyme. Tel. Newcastle 66266-7-8. [8739

1953 model 75 saloon, black, red leather, fitted covers, 4,200 miles, superb condition; £1,095.—Below.

1953 75 saloon black, tan leather, H.M.V. radio and other extras, nominal mileage, beautiful condition; £1,075.—Robbins, East Putney. Tel. 4581. [C3010

1948 Rover 75 6-light sln., beautiful order; £605.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1951 Rover 75, colour black/red upholstery, H.M.V. radio, 25,000 miles, £800; no dealers.—Tel. Bishop's Stortford 516 or 533 after 7 p.m. [C4051

1953 Rover 75 saloon, light blue, radio and heater, 10,000 miles.—Joe Thompson (Motors), Ltd., 91-95 Fulham Rd., S.W.3. Kensington 4858. [C4028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

ROVER (January '52) 75 P4 saloon, finished black with green leather and heater, one careful owner, 9,000 miles, loose covers, and Typrod mats from new; thoroughly recommended at £925.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [8280

1952 (July) Rover 75, carefully maintained throughout by one fastidious owner; £950.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [C3006

1954 Rover 75 saloon, black, red interior, 2,800 miles, as new in every detail; £1,175; exchanges; deferred terms.—John S. Truscott, 173, Westbourne Grove, W.11. Bay. 4274. [C4035

CASS'S MOTOR MART.—1948 (October) Rover 75 sports saloon, black, just fitted reconditioned engine by Rovers, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1950 P.4, black/grey, new condition throughout, new engine fitted by Rover, nominal mileage, excellent tyres, new battery just fitted, owner purchased new Rover; £795; Private.—Add. 3683. [8692

1948 75 sports saloon (1952 factory fitted new P.4 engine), dark green, radio, heater, all new tyres, one very careful owner, total mileage 39,200, negligible since new engine; £650.—Campbell Symonds, Wembley 6262. [C1037

595gns.—Rover 75, 1948 de luxe saloon, black, sliding head, maroon leather, i.f.s., heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER 60 1954 saloon, in 2-tone grey, first registered March 1st, 1954, for use in England during April by American business man; can be inspected up to April 3rd, and is offered for sale on April 29th at £125 off list price, when total mileage should be under 2,000.—The National Standard Company, Ltd., Kidderminster. Tel. 3451 [8711

XXX Really outstanding 1952 (July) Rover 75 P.4 saloon, this one-owner car is of absolutely immaculate appearance, finished in black and chromium with red leather upholstery, very fully equipped, twin pass lights, etc., it has a delightful performance and must be seen to be appreciated; offered with written guarantee; £925; terms; exchanges.—H. F. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

1950 Land-Rover, heater, trafficators; £295.—Odeon Motors, Ltd., Barnet 1144. [C3028

LAND-ROVER, November, 1952, 16,500 miles road only, excellent condition throughout; £350.—Rubery, Handsworth Rd., Sheffield. Tel. 40461. [8820

G & M ALFREDS (1938), Ltd., formerly Guy Alfreds.—1950 and 1951 S from £290.—6-7, Warren St., W.1. Euston 3268. [C1006

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country.

1952 Land-Rover, 22,000 miles, one owner; £445.

1949 Land-Rover, 59,000 miles, one owner; £175.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

H

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

£225.—1937 late Rover 16 4-light sports saloon, in outstanding condition throughout; £100 down.

£125.—1935 Rover sports saloon, faultless runner, real bargain; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348. [0080/R

Rover Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Rover Miscellaneous Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ROVER 75, low mileage, required for spot cash.—'Phone Western 9851, office hours. [8925

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

POST-WAR Rovers urgently required, best cash prices.—Holbrook Motor Co., Ltd., Richmond, Surrey. Richmond 4014. [W2038

TOP price paid for Rover or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163 4-5. [7676

XXX H. F. Edwards offer immediate cash for good Rover cars; details please to—200, Great Portland St., London W.1. Tel. Langham 0012. [W2003

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54 [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

C. V. RUSHMER for Simca.—1953 Aronde saloon, low mileage, as new; £750.—39, Holland Park, W.11. Park 5731. [C3061

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0395/R

1954 Model Simca grand large 2-door sports saloon, loose covers, mileage 3,000, white-wall tyres, many extras, the only car of this model in England; £1,025.—Below.

1954 Model Simca Aronde saloon, white-wall tyres, mileage 3,000, as new throughout; £845.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

SINGER

GE

1950 series, very outstanding Singer S.M.1500 de luxe 4-door 6-seater saloon, with graceful swept tail incorporating spacious luggage compartment, one previous private owner, low total mileage, finished immaculate beige cellulose, brilliant chromium, beautiful ivory-white leather upholstery, with contrasting red piping, carpets and roof lining to tone, equipped sprung steering wheel, steering column gear change, twin tone horns, pass light, heater, demisters, air conditioning, Fram oil filter, comprehensive instruments, etc., just fully serviced throughout, excellent tyres and battery; written guarantee; 425gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

ACRES offer:—

1951 Singer SM1500 saloon, black, many extras, low mileage, indistinguishable from new; £550.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

B. J. HUNTER, Ltd., offer:—

1948 Singer 10 saloon, engine just overhauled; £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1953 Singer SM1500 saloon, grey with red upholstery, 400 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

HENDON CENTRAL GARAGE, Ltd., offer:

1948 Singer 10 saloon, in good condition throughout, £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1951 (Sept.) Singer SM.1500 saloon, beige with leather upholstery, 24,000 miles only, fitted heater, and one owner since new, a really attractive car; £495.

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121. [C3044

6000 miles; 1951 Singer 9 Roadster, equal to new; £550.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

£333!!!—1947/8 Singer 10 de luxe saloon, excellent condition choice also 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms 421/423 High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C205

1952 Singer S.M.1500 saloon, gunmetal, red interior, 1953 series, registered December 1952, equipped with radio and heater, mileage under 16,000; £650.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [8749

SINGER

1951 Singer SM1500 saloon with heater, pastel green with beige upholstery, excellent condition throughout; only £460.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1947 Singer Super 12hp saloon, black, lovely condition throughout; written guarantee; £298.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

£125.—1934 series Singer 9 sports 4-seater, red and silver, excellent runner, outside boot; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

625gns.—Singer 1500 1954 4AD sports roadster, red, grey upholstery, glass sidescreens, trafficators, tonneau cover, one owner, genuine 300 miles, brand new condition; terms, exchanges.—Rowland Smith below.

395gns.—Singer 9 1951 4AB sports roadster, red, fawn leather, glass sidescreens, excellent condition; choice of three 4ABs; terms, exchanges.—Rowland Smith, below.

365gns.—Singer Super 10, 1949 saloon, sliding head, loose covers, heater, exceptional; terms, exchanges.—Rowland Smith, below.

175gns.—Singer 9 (December) 1939 saloon, sliding head, good condition; terms, exchanges.—Rowland Smith, below.

145gns.—Singer 10 1938 saloon, sliding head, leather, good condition; terms, exchanges.—Rowland Smith, below.

125gns.—Singer 9 1936 de luxe 4-door saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Singer Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

POST-WAR Singer required, part exchange 1954 SM1500.—Distributors, Marbrook & Kirby, Sandwich. Tel. 3066. [8759

Singer Spares and Service

THE Singer agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

LANCASHIRE'S premier Singer spares stockists.—Coulthurst & Grimshaw Ltd. 759, Whalley New Rd., Blackburn Tel 48091 [6473

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane Golders Green, N.W.11. Speedwell 4701/2. [0605/R

SINGER spares.—We hold one of the largest stocks in Great Britain; distributors for Somerset and South Gloucestershire.—Allens of Bristol. Berkeley Square, Bristol, 8. Tel. 22514. [0219

ALLENS of BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514. [0219

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate Manchester. Deansgate 4507 [0390/R

SPORTS CARS

MERCURY offer:—

£465.—1952 Morgan Plus Four, in as new condition, 15,000 miles only, one owner.

£365.—1947 H.R.G. 1100, in excellent condition.

£295.—1942 Allard 2/4-seater tourer, ex works car, Rudge wheels Lockheed, as new.

£265.—1939 Sunbeam-Talbot 10 saloon, nice clean car.

£245.—1939 Morgan 4/4 2-seater, clean, very good condition.

£195.—1935 M.G. P.A 2-seater, green, very clean.

TERMS or exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx Wembley 6058-9. [C3014

BERT MASON SPORTS CARS.

£29. Austin 7 saloon; £65, Riley 9 Monaco; £95, S.S. 12hp sports saloon; £125, Special Standard Avon pillarless sports saloon; £195 M.G. 2-litre saloon; £145, Jaguar 2½-litre saloon; £98, Jaguar 2½-litre saloon £95, S.S. "Jag" 2-litre sports saloon; £175, Singer 1½ sports saloon, immaculate and as new.

SEE our advertisement in the Jaguar column.

HIRE purchase on every vehicle.

A VERY large selection of Jaguars; hire purchase on all cars; we are open till 9 p.m.

BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3073

B & G MOTORS offer:—

£175.—Triumph 11hp Monte Carlo open 4-seater, immaculate green, slab tank, two spares, etc.

£155.—M.G. 8hp P-type open sports 4-seater red, new tonneau cover, smart, fast and economical car.

£139.—Wolseley Hornet 12hp Daytona 2-4-seater, black, really smart car which only wants seeing to fall in love with it.

£125.—M.G. 8hp open J-type sports 4-seater, green, excellent hood and screens, 4 speeds, knock-on wheels, etc.

£115.—Wolseley Hornet 12hp open sports 4-seater, green, really nice looking car with twin carbs., etc.

£110.—Singer 9 open sports 4-seater, red, excellent engine, good hood, knock-on wheels, twin carbs, etc.

£105.—Wolseley Hornet 12hp open sports 4-seater, red and chromium; another similar in black.

£79.—Riley 9 twin carburetter open metal-bodied 4-seater good hood and screens, new battery, etc.

MANY others; easy terms, etc.—B. & G. Motors, Early Mews, Arlington Rd. Camden Town, N.W.1. Gulliver 3578. [C1019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHARACTER CARS offer:—

ALFA-ROMEO 1,750cc blown and unblown saloons; Allard 1949 coupe; B.S.A. 10hp 2-seater; Hispano-Suiza sedanca, Essex Six sedan, 1929, specimen; Mercedes 500K; M.G. C. and M type 2-seaters; Rolls-Royce PII limousine; Talbot 105 tourer.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

ROWLAND SMITH'S for sports cars.

625gns.—Singer 1500, 1954 4AD sports roadster, delivery mileage only.

575gns.—M.G. Midget, 1952 T.D. 2-seater, one owner, exceptional.

395gns.—Singer 9, 1951 4AB sports roadster, choice of 3 from 395gns.

365gns.—M.G. Midget, 1947 11hp T.C. 2-seater, black, fawn leather.

365gns.—Allard, 1948 sports 4-seater, gunmetal, grey leather.

195gns.—Austin 7, 1937 model Nippy sports 2-seater, black, red leather.

195gns.—Morgan 4/4, 1938 sports 4-seater, one owner.

175gns.—Frazer Nash-B.M.W., 1935 type 55 convertible sports coupe

125gns.—B.S.A. Scout, 1939 series 6 10hp 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VINTAGE AUTOS (Proprietor Jack Bond).

OFFER a small sample selection of my quickly changing stock of 80 pre-war thoroughbred and sports carriages for the enthusiast.

ALVIS 13hp 1935 open 2/4-seater, five new tyres; £75.

ALVIS 12/50 2/4-seater Roadster, rebuilt engine; £85.

BENTLEY 3½ 1935 sports saloon by Freestone & Webb, £350.

INVICTA 4½ 100 mph, low chassis d/h coupe, two owners only and in tip-top condition; £295.

LANCHESTER 14, 1937, fitted beautiful semi razor edge sports saloon coachwork by H. J. Mulliner; this car is practically unmarked and in superb original condition; five new tyres, original instruction book and tools, two owners and 58,000 miles only; £285.

LAGONDA 4½ 1934 sports saloon, in really mint condition, five new tyres, etc.; £185.

RENAULT 1911 open 2-seater, beautiful, original condition; £225.

AND many other carriages of distinction.

WE are open till 9 p.m., seven days a week, including Saturdays and Sundays for inspection.

HEAD office and main showrooms, 66, London Rd., Tooting. Tel. Mitcham 3951; bargain basement for thoroughbreds under £150—185, Elmers End Rd., Beckenham. Tel. 2521. [C4039

JAGUAR 3½-litre S.S.100 2-seater, 1939, exceptional condition.

J. CAMPBELL PARK, Ltd., Childwall Valley Rd., Gateacre, Liverpool. Tel. Gateacre 1331-2. [8851

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

A.C. reg. 1941 3-carburettor foursome drop head coupe, French blue with new plastic leather hood, immaculate; £425.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £285.

CITROEN 6-cylinder 1950 model, one owner, champagne and red leather, push-button radio, low mileage; £585.

DELAGE D.6 70 1938 streamlined saloon, recellulosed bronze, reconditioned engine, brakes, steering clutch, etc., etc., just fitted, Cotal box specimen; £475.

DELAHAYE 135M 1939 model, fitted 3-litre engine, completely overhauled engine, gear box, clutch, brakes, steering, etc., Chapron 2-door fixed head coupe, blue/black; £595.

ELLIOTT HEALEY sports saloon, late 1948, white with red leather, low mileage; specimen.

FRAZER NASH Le Mans replica, 1951/52, see Frazer Nash column.

C-TYPE competition Jaguar.—See "Jaguar" column.

LAGONDA L.G.6, 1938 model, independent suspension, foursome drop head, discs; opportunity to obtain one of these very rare cars.

PEUGEOT type 203, August, 1951.—Seen under "Peugeot" column.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

CHILTERN CARS offer a representative selection of competitively priced sports cars, including:—

ALVIS 1938 4.3-litre sports saloon, black, excellent tyres; £175.

HOTCHKISS.—1937 3½-litre foursome fixed head coupe, recently entirely rebuilt at a cost of approximately £400, not yet run-in; £295.

LAGONDA.—3-litre 4-seater tourer, an excellent example of one of the better Vintage cars; £145.

M.G.—1939 2-litre saloon, two owners, £265; also J-type Midget 2-4-seater, new all-weather equipment; £125.

ALFA-ROMEO, B.M.W., Bugatti, Lotus, Morris, Railton and Talbot.

CHILTERN CARS.—Terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

TALBOT 10 sports saloon, 1938 model, exceptional condition throughout; £199; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [8907

O.M. 1928 2-litre sports 4-str., rebuilt, one owner, immaculate car for enthusiast, many spares; £200. —Beale, 244, Southbourne Grove, Westcliff-on-Sea. [7978

JOHNSON & BROWN require first-class Bentley 3 and 4½ Vanden Plas and tourers, higher prices paid; also urgently required, post-war H.R.G. and Lancia Aprilia.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C2073

ALVIS 12hp Firefly sports saloon, whole car in A1 condition, recent stem to stern complete mechanical recondition and done regardless, a fast, quiet car with many extras and spares and everything working perfectly; this is no bodged up junk, but an A1 genuine car.—Chadwick, 25, Gorse Rd., Blackburn. Tel. 44718. [8882

SPORTS CARS

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

ALFA-ROMEO 1750 s/charged Castagna d/h foursome, unused '39-'52, specimen throughout, 1934; £395.

ALVIS 4.3 coachbuilt saloon, 1937, £325; Alvis Speed 20 tourer, 1935, £195.

ALVIS Speed 25 drop head foursome, 1937, £295; Alvis 17 Crested Eagle saloon, 1937, £225.

ALLARD 71.L sports saloon, 1948, £285; Alvis Speed 20 drop head foursome, 1936, £215.

ASTON MARTIN 1½ Ulster 2-seater, 1936, £395; Aston Martin 2-litre tourer, 1939, £495.

ASTON MARTIN 2-litre tourer, 1940, £445; Aston Martin 1½-litre Le Mans short chassis, 1933, £295.

ASTON MARTIN 2-litre saloons; choice of two, 1937/1939 £375 and £425; B.M.W. 36 coupe, £265.

BENTLEY 3½-litre Mulliner d/h coupe, 1935, £545; Bentley 4¼-litre sports saloon, 1929, £265.

BENTLEY 3-litre tourer, 1925, £245; 3-litre 2-seater, 1926, £145; 1928 4½-litre, £245.

BRISTOL 400 saloon, specimen example, radio, etc., 1948, £895.

FRAZER NASH Mille Miglia, low mileage, 1952, £1,850; Frazer Nash 1½ T.T. Replica, 1934; £245.

HEALEY 2½-litre Roadster, 1948, £495; 1952 Duncan saloon, cream, £695.

JAGUAR 2½-litre S.S.100, '37-'38, choice two from £275; 3½-litre S.S. 100 comp. 2-str., 1938, £395.

JAGUAR 3½-litre d/h foursome, 1948, £425, Jaguar 2½-litre sports saloon, 1937, £245.

JAGUAR XK120 roadster, full racing mods., wire wheels, etc., 1951, £745.

LAGONDA 4½-litre, 1934, £145; Lotus Ford 10, close ratio gear box, 1953, £525.

MERCEDES BENZ 500 K type B cabriolet, 1937, £395; Type 540 K A cabriolet, 1939, £545.

M.G.—See large selction under M.G. column; also spares and service.

RAILTON Cobham 29hp saloon, 1938, £395; Railton 22hp d/h coupe, 1936, £165.

RILEYS.—See large selection under Riley column; also spares and service.

ROLLS-ROYCE 20/25 Park Ward O.D. saloon, 1931, £295; R.R.20 Park Ward saloon, 1929, £145.

ROLLS-ROYCE 20/25 Hooper limousine, 1934, £395; Rolls-Royce 20/25 Salmons cabriolet, 1933, £295.

ROLLS-ROYCE 20 Watson coupe, specimen, 1923, £225; Rolls-Royce 20 tourer, 1928, £95.

STUDEBAKER 30hp de luxe saloon, 1939; £195; Studebaker 26hp d/h foursome, 1938 £125.

VOLKSWAGEN standard saloons; 1947/9, choice of three from £275.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS Annexe:—

ALVIS Speed 20 V.D.P. tourer, 1934, £95; Alvis 12hp Firefly Coupe, 1933, £165.

BENTLEY 3-litre Red Label 2-seater, 1925, £95; Delage D.8 sports saloon, 1933, £125

LAGONDA 3-litre fixed head coupe 1932, £125; Lagonda 3-litre d/h foursome, 1932 £95.

MERCEDES-BENZ 2-litre cabriolet, 1934, £145; M.G. 2-litre drop head foursome, 1936, £145.

RAILTON Straight 8 coupe, 1936, £145; Rolls-Royce Ph. II saloon, 1930, £145.

SINGER 9 4-seater tourer, 1936, £145; Sunbeam 20 saloon, 1935, £85.

TALBOT 105 d/h coupe, 1934, £95; Talbot 3½-litre d/h coupe, 1936, £115.

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middlesex. Ealing 8841 [C3041

BENTLEY 4½ 2-seater on 3-litre chassis, rebuilt in 1947, just overhauled and one of the fastest in the country, marvellous history, taxed, £350; Alfa-Romeo 1500 Blown Zagato 2-seater, mechanically faultless, £265; Lagonda V12 1938 short-chassis saloon, very low mileage, every known extra, immaculate car, taxed year, £675; S.S.100 3½, superb condition throughout, 1938, at £475; Riley 9 1937 4-door saloon, very good indeed, £185; 1934 Alvis Speed 20 V.D.P. 2-door saloon, taxed, £150; S.S.2 4-seater tourer, in very fine condition throughout, £165; 1938 Citroen saloon, excellent condition, taxed, £220; a Morgan special 4-wheeler 2-seater, £75.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3480. [8891

Sports Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

ANY sports cars always wanted.—Fleet, The Cottage, Mentmore, Leighton Buzzard. [C1087

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

PERFORMANCE CARS urgently require sports cars. —Great West Rd., Brentford, Middlesex. Ealing 8841 [W3041

PRIVATE owner wishes to exchange 1952 2½-litre Riley saloon for low mileage sports car.—E. Gomme, Ltd., Spring Gardens, High Wycombe 450. [8414

JOHNSON & BROWN require first-class Bentley 3 and 4½ Vanden Plas and tourers, higher prices paid. —Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C2073

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

1946 Standard 8 saloon; £245.

XL Service Station, Kingston Vale, S.W.15. Kin. 8333 [C4060

1954 Standard 8 saloon, nominal mileage; £460.—S. F. Erskine & Sons, Ltd., Commercial Rd., Woking 330 [C2051

1947 Standard 8 de luxe saloon, in immaculate condition throughout; £300, or £100 down.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [C1024

STANDARD 8

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1948 Standard 8 tourer, a really specimen car, absolutely unmarked, new hood and sidescreen fitted, leather interior as new, mechanically faultless throughout; 299gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

£299!!!—1948 Standard 8 sports tourer, specimen as new condition; absolute gift.—Below.

£255!!!—1946 Standard 8 sports tourer, carefully used; choice of two; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms: 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Model Standard 8 sun saloon, owned since new by Automobile Association only, reconditioned engine, general condition first class; £295.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. [C2014

STANDARD 9

£135—1936 Standard 9 4-door de luxe saloon, clean, taxed, drive away; £65 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

STANDARD 12

£75—1937 Standard Flying 12 saloon, body needs attention.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

295gns.—Standard 12 late 1947 de luxe saloon, sliding head, one owner, reconditioned engine; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 14

£350—Standard 14 saloon, 1947, one owner, blue leather interior, very carefully maintained.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1947 Standard 14, radio, heater, immaculate; £365. —Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1948 Standard 14 de luxe saloon in outstanding condition; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Surrey. Kingston 2241. [C4053

1948 Standard 14 saloon, engine recently reconditioned, fitted radio and heater, taxed end of year; £350; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 3128 (opp. G.P.O.). [C3055

STANDARD VANGUARD

ALWAYS

STANDARD Vanguards. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction S.W.11. Batt. 2252. [3022

ACRES offer:—

1953 (August) Standard Vanguard Phase II, 4,000 miles only, one owner; £725.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SLOCOMBES, Ltd.

1952 Vanguard, in grey, heater, immaculate; £550.

1952 Vanguard, as new, many extras; £595.

1951 Vanguard, fine condition, heater; £475.

1949 Vanguard, new engine, black, most exceptional condition; £405.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869; nearest underground Dollis Hill Station [C4017

B. J. HUNTER, Ltd., offer:—

1952 Standard Vanguard saloon, one owner, remarkable condition; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1952 Vanguard, one owner, 15,000 miles, press-button radio, heater, leather, windscreen washers; £585.—Below.

1954 series Vanguard Phase II, 1,500 miles only, black, red upholstery, covers, spotlight, as brand new; £725; trade enquiries welcomed; 3 months' written guarantee; service after-sale; exchanges, deferred.—Harold Simons Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052/53. [C4065

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, blue, 17,000 miles; £550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CAMDEN MOTORS for Standard Vanguards.—See advert, page 77 this issue. [C1035

£545—Standard Vanguard 1952, leather upholstery, splendid condition.

£495—Standard Vanguard 1951, leather upholstery, one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1953 Standard Vanguard, Phase II, colour green and black, excellent condition; £675.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

1951 Standard Vanguard, leather, 17,000 genuine, as new; £525; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£365—Standard Vanguard 1949, leather upholstery, excellent cellulose and bodywork, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1950 Standard Vanguard, leather, heater and radio; £475; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054/1

A. E. PALMER offers 1952 series Vanguard estate; see "Utility" column.—12, Church St., Luton 4212. [8911

1951 Standard Vanguard saloon, grey, heater, fog lamp, etc., nominal mileage; £495.—Robbins, East Putney. Tel. 4581. [C3010

1952 Standard Vanguard, one owner, 24,000 miles only, heater and seat covers; £575.—Lewis, School Rd., Acton, N.W.10. Elgar 7547. [8814

1949 grey, radio and heater, one owner, good condition throughout; £375.—Campbell Symonds, Wembley 6262. [C1037

1952 (August) Vanguard, grey metallic, heater, virtually new condition, serviced manufacturers since new, taxed; £550.—Kingston 0681. [8754

1949 (December) Vanguard saloon, blue, heater, very nice condition throughout; £375.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1951 Standard Vanguard saloon, nominal mileage, radio, heater; £495; choice of two.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1950 (June) Vanguard saloon, 21,000 miles only, radio, heater, taxed year, carefully maintained, excellent condition throughout; £475 o.n.o.—Prentice, Uplands, Rye, Sussex. [8364

1949 Standard Vanguard, Whitehall grey, red interior, fitted heater, in beautiful condition throughout; £395.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1951 series Vanguard saloon, in maroon/fawn hide interior, heater, low mileage, exceptional; £465; consider part exchange.—"Fourteen," Offington Gardens, Worthing. Swandean 849. [C4027

1952 Standard Vanguard saloon, Comet blue, red interior, fitted heater, one of the best examples offered; £565.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0086. [C1065

1953 Standard Vanguard, Phase I, 4,000 miles, leather, radio, heater, overdrive and innumerable other extras, indistinguishable from new; £675.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [C3006

395gns.—Standard Vanguard 1949 saloon, leather, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon, grey/grey, heater; £499; 1951, choice of several colours, all with heater; from £449; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

XXX Beautifully maintained 1951 Standard Vanguard saloon; this one owner car has covered only a low mileage and is finished in blue-grey with red Vynide upholstery and loose covers; it is practically indistinguishable new in appearance, has been most carefully maintained and is offered with every confidence and written guarantee at £498; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Standard Vanguard Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VANGUARD, black, leather, radio, heater, overdrive; price and mileage.—Box 4246. [8618

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0026/R

Standard Miscellaneous Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

XXX H. F. Edwards offer immediate cash for good Standard cars; details please to—200, Great Portland St., London W.1. Tel. Langham 0012. [W2003

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units; Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD spares all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd. Alexandra Terrace, Guildford. Tel. 5391. [4251

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4 [0286/R

HALLS (FINCHLEY), Ltd., have a compresensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

SIMPSON'S offer:—

RHD 1949 Studebaker Champion Regal de luxe, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1936 Studebaker Dictator saloon, real bargain; £75.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1951 Studebaker convertible, radio and heater.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

£695!!! 1949 model Studebaker Champion 22hp 4-door saloon, right-hand-drive model, all extras and latest American gadgets, overdrive, moderate total mileage and in very good all-round condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

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Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" *specialises in small h.p. cars as well as the larger types.*

1953 Studebaker Champion Hydramatic 2-door Farina-type super streamline saloon, 700 miles only, all extras, absolutely brand new.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5213. [C4036

STUDEBAKER Commander, October, 1950, Regal de luxe sedan, left-hand drive, mileage 24,200, Hydra-Matic change, radio, heater, many extras, luxurious car; offers.—Wells & Mayner, Ltd., Ladywell Walk, Hurst St., Birmingham. Mid. 1606. [8688

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0315/R

SUNBEAM-TALBOT

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RAYMOND WAY. The Hire-Purchase specialists.

1950 Sunbeam-Talbot 90 saloon, fitted radio and heater, Ace Rimbellishers, one owner only, 24,000 miles, extremely immaculate throughout; 569gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

SLOCOMBES, Ltd.

1947 Sunbeam-Talbot open 4-seater roadster 10hp, fine order in every way; £395; exchanges, cars and motor cycles welcomed; immediate h.p. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869, adjacent Dollis Hill Tube [C4017

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, green, 19,000 miles; £495.

1951 Sunbeam-Talbot 90 saloon, green, heater, radio; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

SUNBEAM-TALBOT

SAUL & SLATTER, Ltd., offer:—

1950 (Dec.) Sunbeam-Talbot 80 coupe, green, one owner, 17,000 miles only; £599.—44/46, Aldermans Hill, N.13. Palmers Green 3631. [C4002

KNIGHTSBRIDGE MOTORS, Ltd.

1952 (March) Sunbeam-Talbot convertible, black, one owner, 15,000 miles only; £785.

1953 (May) Sunbeam-Talbot convertible, blue, one owner, 7,000 miles only, H.M.V. radio, Rootes heater; £935.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C2065

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1948 Sunbeam-Talbot, excellent condition, taxed to end of year, mileage 24,000, fitted radio; £465.

HIGH St., Wandsworth S.W.18. Tel. Vandyke 4433 (5 lines). [8928

GUY SALMON AUTOMOBILES, offer:—

1952 Sunbeam-Talbot 90 saloon, black/red leather, 22,000 miles, four new Dunlop tyres, a perfect example; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:

1950 Sunbeam-Talbot 90 drop head coupe, fitted heater, seat covers, taxed year, extremely nice condition; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 Sunbeam-Talbot [illegible] 4-seater sports, black, excellent condition; £365.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

CAMDEN MOTORS for Sunbeam-Talbot.—See advert, page 77 this issue. [C1035

1947 Sunbeam-Talbot 2-litre sports tourer, black, excellent condition; £375.—High Birch Cottage, Gawsworth Rd., Macclesfield 5321. [8786

1952 Sunbeam-Talbot 90 saloon, condition as new, mechanically faultless. A.A examination, fitted extras; £685, private.—Arnold 3811 evening [8887

1950 Sunbeam-Talbot 80 drop head coupe, green, excellent condition throughout; £565.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [C1076/1

1950 Sunbeam-Talbot 90 saloon, satin bronze, heater, excellent condition; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1952 Sunbeam-Talbot 90 saloon, modified by makers to 1954 specification, many extras, two-tone blue, immaculate.—Corbishley & Son, Jordangate, Macclesfield. [8640

JACK ROSE, Ltd., offer, 1950 Sunbeam-Talbot convertible, in black and red hide, clean and mechanically excellent; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1950 (May) Sunbeam-Talbot 80 saloon, bronze, red leather, one owner, genuine 26,000 miles, as new; £535.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8776

SUNBEAM-TALBOT 1940 (July) black-chromium Thrupp & Maberly 3-litre (20.9hp) sports saloon, extremely smart and fast car; £295.—Morris, "Shawcot," Shaw Close, Sanderstead. Tel. Sanderstead 2827. [8662

ROYS offer:—Sunbeam-Talbot 2-litre sports saloon, 1940, metallic grey, taxed, exceptional; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3050

1954 Model Mark IIa Sunbeam-Talbot 90 saloon, alpine mist with red leather, specially prepared specification and tuning, heater, radio, additional lamps, Michelin X tyres, small mileage, one owner, taxed, one of the fastest and most exceptional Sunbeam-Talbots in the country; £1,250 o.n.o.—Thomas Harrington Ltd. Worthing 4980. [8823

Sunbeam-Talbot Cars Wanted

R

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars,

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. W4045

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd. Christchurch Hants. Tel 1681. [7740

XXX H. F. Edwards offer immediate cash for good Subeam-Talbot cars; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sunbeam-Talbot Cars Wanted

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

TALBOT

£215.—1938 Talbot 10hp drop head coupe, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

SLOCOMBES Ltd.

1950 Triumph Renown, black, heater, most exceptional mechanically and in appearance; £575.

EXCHANGES, cars and motor cycles welcome; immediate h.p. terms; open until 7.30 (Saturdays 6 p.m.).—Slocombes, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869; adjacent Dollis Hill Tube. [C4017

SCOTT CARS offer:—

1951 Triumph Renown, 14,000 miles, immaculate; £585.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

CAR MART, Ltd.

1952 Triumph 2000 Renown saloon, heater; £765.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

AUTOMOBILIA, Ltd., offer:—

1951 Triumph Renown saloon, black, beige leather, heater, windscreen washers, low mileage, one owner, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

GLANFIELD LAWRENCE offer:—

1948 Triumph 1800 Roadster, grey, one owner, recently fitted reconditioned engine and gear box, all new tyres, heater, seat covers, magnificent specimen; £499.—407, High Rd., N.12. Finchley 0091. [C2053

WANSTEAD MOTORS, Ltd., offer:—

1951 Triumph Renown, grey, one owner, fitted heater; £595.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

GUY SALMON AUTOMOBILES, offer:—

1947 Triumph 1800 saloon, 32,000 miles only from new, this car is in splendid original condition having been meticulously looked after over its relatively small mileage and could easily be taken for a 1950 model in appearance; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953, June, Triumph Mayflower, one owner, heater, leather; £570.

AUSTIN House, 140-144, Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

5000 miles, 1953 Triumph Mayflower saloon; £625.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1954 Triumph Renown saloon, finished black, beige leather, radio, heater, 200 miles only, as new; £995. [C1001

MAYFLOWER saloon, modest mileage, perfect.—3, Longfield Ave. N.W.7. Hen. 1606. [6529

1949 Triumph Renown 2000 sal., excellent; £475.—Tickford, Ltd., Tem. Bar 3338. [C4029

1951 Renown, maroon, radio and heater, one careful owner; £600.—Campbell Symonds, Wembley 6262. [C1037

£445.—Triumph razor-edge 1947 saloon, magnificent appearance and condition, tyres as new, choice two; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

£525!!!—1950 Triumph Renown, razor-edge saloon, small mileage, bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN., Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Mayflower black/red, heater, taxed year; £550.—44, Kingston Rd., New Malden. Mal. 0292. [8932

TRIUMPH 2000 Roadster, 1949, 22,000, quite exceptional, green with green leather, new hood, heater; £475, nearest.—Simmons, Grosvenor 1188. [8893

1948 Triumph Roadster, practically unused; £495. —Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1949 Triumph Roadster 2000, a specimen car; £495. —Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C3019

1949 Triumph Roadster, excellent condition throughout, colour black; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1946 (Sept.) Triumph Roadster 1800, grey, immaculate condition generally; written guarantee; terms arranged; £385.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [8742

£165.—1936 Triumph Gloria 4-door saloon de luxe, excellent condition.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

TRIUMPH

£495!!! Triumph 2000 Roadster 1949, silver grey/grey leather, maker's reconditioned engine fitted just two months ago, excellent appearance.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1950 Triumph Renown, black, heater, one owner, mileage 19,000, first-class condition throughout; £525.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [C1078

MAYFAIR COUNTRY CARS.—1949 Triumph 2000 Roadster, grey, red leather; £525, terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

1949 Triumph Roadster 2000, grey, faultless runner, spotless condition; £495, or £165 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Triumph Mayflower L.H.D. black with red leather, fitted radio and heater, 15,000 miles, in excellent condition; £400.—Haskins, Ladbroke 1155. [C3027

525gns.—Triumph Mayflower, 1952 saloon, jade green, fawn upholstery, heater, one owner, small mileage, exceptional; choice of 3 Mayflowers, terms, exchanges.—Rowland Smith, below:—

395gns.—Triumph 1800, December, 1947, Roadster coupe, grey, blue leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JACK ROSE, Ltd., offer: 1953 Triumph Mayflower saloon, black, with red interior, 8,000 miles, very carefully used car in near new condition; £575.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1949 (May) Triumph Roadster 2000cc, grey, new hood, low mileage, first-class condition; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

T.R.2 sports, in white, 1954 (Feb.), 3,000 miles, wire wheels, heater, competition suspension, many extras, list price, or offer.—Hunts (Birm.), Ltd., 199 Hagley Rd., Birmingham, 16. Edgbaston 2921-2-3. [8905

£475 or very near offer for quick sale.—Triumph Roadster 1949, 2,088cc, radio, heater, new engine and hood 1952, new brakes and dynamo 1954, lovely appearance, reasonable interior, tyres moderate; h.p. possible or small sports in part exchange.—Col. 7542. [8713

TRIUMPH Renown limousine, March 1952, one business executive owner, fitted overdrive, radio, heater and twin spot lights, magnificent condition, wonderful value, cost nearly £1,600; offered at £745; guaranteed and part-exchange welcomed.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Triumph Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFLOWER saloon, well kept.—Hen. 9498. [6530

ROADSTER wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [8847

REALLY good Triumph Roadster required.—Stradling, 30, Harley House, N.W.1. [W1086

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15 [0182/R

TOP price paid for Triumph or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel 3322). [0355/R

PRE-WAR Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears and parts; gear cutting and specialized machining to order.—C. W. Green and Sons, Brayford, Lincoln. 10884. [8542

UTILITY CARS

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UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.

100, Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

JACK STONE & SON offer:—

1952 Bradford de luxe utility; 1950 Hillman estate car; 1950 Ford 10 Martin Walter; 1948 Ford 10 6-seater, coachbuilt body; 1946 Dodge 7-seater, coachbuilt body; 1945 Austin 10, coachbuilt body; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5. [C4021

GUY SALMON AUTOMOBILES offer:—

1951 Austin A70 4-door utility; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952 Fordson, 7-seater utilecon, taxed year; £400. Tel. Sloane 1792. [8800

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, beige heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

UTILITY CARS

CAMDEN MOTORS offer:—

1952 (August) Standard Vanguard estate car, practically as new throughout; £695.

1951 Standard Vanguard estate car, fitted radio and heater, grey/red leather; £595.

1953 Phase V Minx estate car, equipped with all extras, radio, heater, exceptional; £635.

1948 Ford 10 Martin-Walter 8-seater utilicon, unrepeatable; £275.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

HAROLD SIMONS, Ltd., offer:—

1952 (April) Hillman Minx estate Mark V, one owner, 18,000 miles, two tone grey, superb condition throughout; £615; trade enquiries welcomed; 3 months' written guarantee, service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

ROWLAND SMITH'S for utility cars.

395gns.—Lea-Francis (December, 1948) 14hp 4-door 5-seater shooting brake, natural timber body, removable rear seating, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below:—

325gns.—Hillman Minx (November, 1947) estate car, fold-flush rear seating, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JOWETT SALES, Golders Green, offer:—

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £375.

JOWETT SALES, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (Ten lines). [C4004

£625!!—1952 4-door Vanguard estate car, blue, red leather, new tyres, radio, 24,000 miles.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

1952 (July) Ford 10cwt Martin Walter 7-seater Utilecon, finished in pastel green, taxed, a very useful vehicle; £490

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1940 Morris Utilecon, 1950 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1949 Ford 8 Martin Walter Utilecon, excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1949 Vanguard utility, superb condition; £335.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. [8924

£30 free.—A40 Countryman at London agents undelivered; having paid deposit cannot accept delivery.—Greystones, Avebury, Nr. Marlborough. [8298

14hp Commer 10-seater shooting brake, recently renovated, splendid mechanical order; £295.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

ROLLS-ROYCE 1926 20hp, only 20,000 miles, 1953 shooting brake body, seat converts double bed, new tyres; £850 or offer.—Frere-Cook, West Wing, Exton, Southampton. [8691

A.Z. MOTORS offer 1951 Ford 8 utility, beautiful little car, 100% condition, bargain, £295; 1941 Ford V.8 22 wooden utility, £150.—100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1952 Fordson 7-seater Utilecon, nominal mileage, original tyres, whole vehicle in faultless condition; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

ROLLS-ROYCE 20hp shooting brake, 7-8 seats, springs stiffened for carrying up to 12cwt, rear tyres 750×18, front 600×19, two spares, new Zenith carburettor, inspection by appointment.—Richard Dunston, Ltd., Shipyard, Thorne, Yorks. [8685

TWO Volkswagen Micro buses (regd. March, 1954), under 500 miles, taxed year, excellent 8-seater, 30 mpg, £1,000 each; bought retail for private enterprise that fell through.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494 day or night. [8898

NEW Morris high-quality Utilities (10cwt, 12-seaters, folding seats, lined interior, car appearance); £616 (tax free); usually from stock; terms, home and export.—Tarrant & Fraser, 19, Winchester Mews, N.W.3. Primrose 6159. [0387/R

£625.—1952 series Standard Vanguard 4-door Estate, finished grey with red leather upholstery, mechanically perfect, very carefully used and unmarked, genuine bargain; trade enquiries welcomed; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8916

£575.—Lea-Francis, May, 1951, 14hp 4-door 5-str. shooting brake, works natural timber coachwork, built-in headlamps, i.f.s., removable rear seating, one very careful owner, nominal mileage, mechanically very good, cost over £1,600; genuine bargain; also

1950 model, similar to above, but 2-door as supplied by makers; this vehicle could well be described as new condition; £475; trade enquiries invited; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8917

ROYS offer 1951 A40 Countryman £485, another £425; 1948 Minx estate £385, another '47 £365; 1948 Ford 8 utility £235; 1947 Ford 10 utilecon £195; 1947/8 Bradford 6-light utility £185; 1937 Packard 26hp Dagenham type 7-seater utility £165; many others including numerous vans, which are easily convertible, see Commercial column; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Utility Cars Wanted

BEDFORD Dormobile wanted by private purchaser, inspect anywhere.—Burden, Larkhall, Bath 3314. [8794

DORMOBILE or Bedford C.A.Z. van required.—Write, Frazer 27, Platts Lane, N.W.3. [8675

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Utility Cars Wanted

BEDFORD Dormobile wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [W3018

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

ROYS always good buyers of utilities.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [W3059

VAUXHALL 10

£375!!! 1947/8 Vauxhall 10 saloon de luxe, excellent condition throughout; also choice 1939 Vauxhall 10 and 12, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL 12

1947 Vauxhall 12, black, immaculate condition throughout; £335.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1948 Vauxhall 12, sliding roof, radio; £350.—Finchley 5714. Box 4421. [8926

£149.—1938 Vauxhall 12 saloon, clean car; terms. —Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1948 Vauxhall 12 saloon, just completely overhauled, carefully driven, in excellent condition throughout; £375.—Orpington 6177. [8755

£375!!!—1947-8 Vauxhall 12 de luxe saloon, immaculate condition, small mileage, choice also 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 Vauxhall 12 saloon, black with brown cloth, exceptional condition throughout, £345; three months' written guarantee.—194-19d, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801/2/3. [C4026

VAUXHALL 14

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1938 (May) Vauxhall 14 saloon, splendid car, unrepeatable bargain; £150.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (Ten lines). [C4004

1946 (September) Vauxhall 14hp saloon, black/brown leather, heater; £325.—Dobsons, Ltd. Staines 801 [C1074

1947 Vauxhall 14 de luxe saloon, reconditioned engine; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Surrey. Kingston 2241. [C4053

£185.—Late 1937 Vauxhall 14 drop head foursome coupe, in extremely nice condition throughout; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£385.—1948 14hp J saloon de luxe, cellulosed black with brown leather, faultless condition, extras include radio and heater, a really desirable family car, very economical; terms, exchanges.—12, Church St., Luton 4212. [8915

ROYS offer a 1935/6 Vauxhall 14 saloon, which will be the envy of your neighbours, in appearance equal to any '46 model, unrepeatable at £165 and well worth it; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1, (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

VAUXHALL WYVERN

ALWAYS

A SELECTION of Vauxhall Wyvern with a written guarantee and free after sales services at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

1951 Vauxhall Wyvern saloon, radio, heater; £515. —Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

1953 model Vauxhall Wyvern; £595.

1952 Vauxhall Wyvern; £545.

1951 Vauxhall Wyvern; £495.

ALL the above are one-owner cars and carry our guarantee; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1953 grey, heater; £625.—Campbell Symonds, Wembley 6262. [C1037

1951 Vauxhall Wyvern, fitted radio, heater, leather upholstery, black, exceptional condition; £520.

RIPCO, Ltd. (Vauxhalls Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1950 Vauxhall Wyvern saloon, one-owner engineer, heater, new tyres; £460.—Tom Allery Automobiles, 68, Hill Rd., S.W.19. Wim. 3848. [8939

1952 model Vauxhall Wyvern, black with brown leather, fitted radio, heater, reverse light., fog light, windscreen washers, link mats, low mileage, one owner; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1949 Vauxhall Wyvern saloon, black, very good condition throughout; £415.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

Vauxhall Wyvern Cars Wanted

VAUXHALL Wyvern urgently required.—6, Rodmarton Mews, W.1 [W2066

TOP price paid for Wyvern or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL VELOX

ALWAYS

A SELECTION of Vauxhall Velox with a written guarantee and free after sales services at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

VAUXHALL VELOX

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, one engineer owner, innumerable extras, highly tuned; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Vauxhall Velox, fitted all extras, taxed; £495. —Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

DAGENHAM MOTORS, Ltd., offer the following car:

1951-52 Vauxhall Velox, radio and heater, 24,000; £625.

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1950 Vauxhall Velox, grey, very clean car, well maintained.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W X 2760 [7119

1949 Vauxhall Velox saloon, colour black, moderate mileage and in really nice condition; £395.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1952 Vauxhall Velox, blue, one owner, heater, spot lamp, seat covers; £595.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. [8219

395gns.—Vauxhall Velox 1949 saloon, blue, leather upholstery, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 (May) Vauxhall Velox, grey, red leather upholstery, seat covers, heater, one owner, low mileage, immaculate; £485; terms and exchange.—W. H. Mealing, 99, Richardson St., High Wycombe 2476. [8883

1951 Vauxhall Velox, green with green leather, tyres very good, spot lamp, carpets, rubber mats, tools, taxed December, in excellent condition, one owner, 38,000 miles; can be inspected in London; what offers?—Apply Box 4394. [8877

XXX 1952 (September) square engine Vauxhall Velox saloon, an absolutely outstanding and immaculate example, finished in black with grey upholstery, really delightful performance; thoroughly recommended and offered with written guarantee; £645; terms, exchanges.—H. F. Edwards 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Vauxhall Velox Cars Wanted

VELOX 1953, beige, heater; price, mileage, condition; private buyer.—Box 4356. [8721

VAUXHALL 25

£295!!!—1940 series Vauxhall 25 saloon de luxe, impeccable condition, privately used, tiny mileage; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328 [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Velox, black/brown upholstery, radio, heater, in excellent mechanical condition; £475.

1940 Vauxhall 14 J-type, grey, brown upholstery, excellent condition; £270.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wil. 4932). [0283/R

Vauxhall Miscellaneous Cars Wanted

R

S

P. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

PRIVATELY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill Surrey. Tulse Hill 2768. [W2057

REQUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

VAUXHALL cars, post-war models, urgently required —Golly's Garage Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0039/R

XXX H. F. Edwards offer immediate cash for good Vauxhall cars; details please to—Edwards Garage, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. [0393/R

REPAIRS, parts, reconditioned guaranteed suspensions (complete pair inclusive kingpins from £15/10); gear boxes, shock absorbers, engines; reasonable; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0076

VETERAN CARS

WELHAMS, Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1673 buy and sell pre-1914. [C4070

1911 Renault landaulette, 24hp, exceptional mechanical and interior condition; £150.—Seen, Western Motor Works, Chislehurst (Footscray 1122). [8762

Veteran Cars Wanted

HIGH price paid for 1896 to 1904 old car.—Warwick, Chigwell Row, Essex [5236

VINTAGE CARS

KNIGHTSBRIDGE MOTORS, Ltd.

1927 17hp Sunbeam tourer, one owner 25 years, in amazingly good condition, taxed December; £95.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1 Sloane 4086. [C2063

VOLKSWAGEN

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception weekends; new, used and reconditioned cars available. Tel. Ripley 2361. [0373/R

V & F MONACO MOTORS.—1947 Volkswagen, good condition, green; £275.—Below

V & F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0641

VOLKSWAGEN 1947, one driver, newly renovated in Germany, a beautiful car in fine condition; £275. —Box 4336. [8719

PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841 [C3041

1954 (March) Volkswagen de luxe saloon, black, 140 miles only; £640.—Gibsons Sports Cars (Christchurch), Ltd., Lynhurst Rd., Christchurch, Hants. Tel. 1681. [8459

LARGE stock of second-hand 1953 and 1954 de luxe saloons, all very low mileage; exchanges, h.p. available.—Ralph Beard, East St., Farnham, Surrey. Tel 5494 day or night. [8899

1954 Volkswagen de luxe saloon, dark green, 1,150 miles, taxed Dec., demonstration car carefully run in and used, perfect; £635, 3 months' written guarantee.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [8862

DE luxe saloon, heater, used demonstrations only, total mileage run from new about 114, indistinguishable from new; £649; seldom opportunity; terms, exchanges.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [8674

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen. 35 Kinnerton St. London S.W.1 Sloane 5424 [W3045

MAYFAIR GARAGES, Ltd., top cash prices for Volkswagen.—Balderton St., W.1. Mayfair 3104. [0415

PERFORMANCE CARS urgently require Volkswagen. —Great West Rd. Brentford. Middlesex Ealing 8841 [W3041

V & F MONACO MOTORS.—The Volkswagen buyers.—3a Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R

Volkswagen Spares and Service

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service. Tel. Ripley 2361 [0995/R

VOLKSWAGEN reconditioned engines, spares, service. Kays Motors 78, Norwood High St., S.E.27. Gipsy Hill 4034. [8543

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities [0855/R

WILLYS-OVERLAND

£75.—1939 Willys Overland 16hp 4-cylinder saloon, 27 mpg, clean car; terms.—Autosnips, 26, Bristol Rd., Brighton, 7. Tel. 28440. [8930

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St. W.1 Mayfair 5252 [S3050/R

WOLSELEY

E

EUSTACE WATKINS, Ltd., the sole London distributors.

1951 Wolseley 6/80 saloon, met-grey, grey upholstery, 25,000 miles, one owner; £585.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1, (Mayfair 5951), and 13, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

ACRES offer:—

1948 Wolseley 18hp saloon, black, brown leather, beautifully kept and as new; £450.

ACRES AUTOS, Ltd., 136-138 Streatham Hill London, S.W.2. Tulse Hill 1909. [C1602A

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

RAYMOND WAY.

RAYMOND WAY Seven Kings branch.

RAYMOND WAY. the hire purchase specialists.

459gns.—1949 (August) Wolseley 4/50 black, with brown leather, heater, spot lamps, etc., one owner, nominal mileage; £160 deposit, balance 18 months.—Raymond Way, 773, High Rd., Seven Kings, Essex. Seven Kings 4066. [8736

CAR MART, Ltd.

1952 Wolseley 6/80 saloon, heater; £635.

1951 Wolseley 6/80 saloon, heater; £585.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

TOM GARNER, Ltd., offer:—

1954 Wolseley "Four/Forty-Four" saloon, metallichrome grey with grey leather, heater, radio, 200 miles only; list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:—

1950 Wolseley 6/80 4-door de luxe saloon, black, brown hide, heater, fog lamp, exceptional condition; less than half cost; £495.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

HAROLD SIMONS, Ltd., offer:—

1952 Wolseley 6/80, one owner, 9,000 miles, heater, demisters, spot lights, an immaculate car in first-class mechanical condition; £685; and other Wolseley models in stock; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 mins. trolley East Finchley Tube). Finchley 0052-53. [C4065

WARWICK WRIGHT, Ltd., offer:—

1952 Wolseley 6/80 saloon, green, radio and heater, 13,000 miles; £645.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

4000 miles.—1951 Wolseley 6/80 saloon; £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

£165.—1937 Wolseley 10hp saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

325gns.—Wolseley 18 1946 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

175gns.—Wolseley Super 6 1937 model 21hp saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 Wolseley Six-Eighty saloon de luxe, 2-colour, looks new in every respect; £575.—Steele Griffiths, London, S.E.5. Rodney 2201. [8729

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1939 Wolseley 18, dark green, laid-up 7 years, post-war condition; £335; terms.—Prospect 6331. [8866

1939 Wolseley 14 black and chrome de luxe saloon; £265, or £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Wolseley 10 saloon, engine changed, immaculate, guaranteed; £250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1952 (Dec., '51) Wolseley 6/80 saloon, green, perfect, 20,000 miles; £595.—Cavendish Motors, Ltd., Holywell St., Chesterfield. [8860

1952 6/80 Wolseley saloon, beige, brown leather, one owner, 9,000 miles; £625.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

WOLSELEY

1953 (June) Wolseley 4/44, grey, 5,000 miles, only owner, as new, screenwash, fog lamp, heater; £765.—Box 4013. [8839

1939 Wolseley 14hp, excellent condition; £265.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7 Kensington 2477. [C2053

1950 Wolseley 6/80, black, with heater, brown leather upholstery; £510.—356, High St., Ponders End, Enfield, Middx. Tel. Howard 1646 or 1931. [8934

JACK ROSE, Ltd., offer 1953 (August) Wolseley 4/44, in black with red leather upholstery, low mileage, carefully used; £795.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056

1950 Wolseley 4/50 saloon, heater, reconditioned engine, excellent condition, guaranteed; £495; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

£535.—June 1951 Wolseley 6/80 saloon, 28,000 miles, one owner, immaculate car; terms and exchanges and 20 others.—Traynor Motors, 135, High St. South East Ham. Grangewood 2530. [C4032

1946 Wolseley 8hp saloon, black with brown upholstery, very good condition, low mileage; seen any time after 6 o'clock.—Mr. F. Morriss, 19, Cologne Rd., Battersea, S.W.11. [8816

£450 or very near offer for quick sale.—Wolseley 4/50 (August, 1949), maroon, grey leather, radio, heater, engine overhauled, excellent throughout; h.p. possible or smaller car in part exchange.—Col. 7542. [8712

1947 Wolseley 18/85, black with brown interior, chauffeur maintained and in excellent mechanical condition; £355.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

LIMOUSINES, 1950/25hp, partition, forward occasionals, black, genuine mileage 4,000, unblemished, another, mileage 18,000, privately chauffeured, certified mechanically, competitive low prices. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 8041. [W4018/R

Wolseley Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500 [0721/[illegible]

XXX H. F. Edwards offer immediate cash for good Wolseley cars; details please to—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Wolseley Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs of all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0485

WOLSELEY spares and repairs.—Ramsay Motors Ltd 242-248 High St., Barnet 3240 [0707/R

R. HARDY & SON, 55, Marylebone High St., W.1 (Welbeck 1101).—Service, repairs and spare parts for all 1937 to 1954 models only. [0317/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

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WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are 5 cast-iron reasons why everybody's going

KILBURN WAY:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0829/R

WE have several high-class guaranteed used cars.

TAKEN in exchange for the new Bentley with automatic drive.

LOXHAMS, Fishergate, Preston. Tel. 4245. [C2064

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. [C3010/R

MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.) [C3071

Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

IF you wish to sell your car for cash, write, 'phone or call

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

WANTED, 1938-9 12-14hp, quality, low mileage saloon, prefer one owner, cash purchase.—Box 4385. [8795

PRE- or post-war saloon, 10 or 12hp urgently required for cash; call or 'phone.—Mac Motors (Surbiton) Ltd 76, Brighton Rd., Surbiton Elmbridge 3974. [W3072

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, call or 'phone Bri. 3008. Stockwell Rd., S.W.9. [0740/R

MAKIN & HARRISON, of Chiswick.—London's top price buyers of good 8 and 10hp popular cars, H.P. a/cs settled; exchanges.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.) [W3071

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [W3022/R

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341/R

MOTOR HEARSES

COMPLETE hearses, immediate delivery Austin 16hp A70, Sheerline, Humber, Rolls, Photographs available. Attention Address

ALPE and SAUNDERS (COACHBUILDERS), Ltd. Head Office, Station Approach, Kew Gardens, Richmond 1161. [8590

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax, Tel. 4231. [0795/R

This section closes for press at 10.0 a.m on Fridays

COMMERCIAL VEHICLES

BOON & PORTER, Ltd.

1949 Vanguard van, finished in green, bucket seats, one owner; £275.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [M1020

BOON & PORTER, Ltd.

1950 Vanguard Pick-up, finished in green, one owner; £275.—Castelnau, S.W.13 (By Hammersmith Bridge.) Riverside 4444. [M1020/1

A. E. PALMER offers:—

1951 Austin A40 delivery van, in superb condition; £325. Also

1948 Bedford 10/12cwt, one owner, regularly serviced and maintained; £245; both vehicles are unlettered and ready for immediate use; terms, exchanges. Luton 4212. [8918

CAMDEN MOTORS offer the following vans:—

1953 Ford 8hp 5cwt van, carefully used; £325.

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MANCHESTER: 1-5, Peter St. (Blackfriars 7843.) [0153/R

ROWLAND SMITH'S for Jaguar.

A RANGE of new cars on view.

FAVOURABLE delivery Mark VII and XK models.

PART exchanges any distance. Confidential H.P terms. Open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Tube). N.W.3. Hampstead 6041. [C4018

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage Guildford 62907-9. [0244/R

K J MOTORS, Ltd., main agents for N.W. Kent.—Bromley, Kent, Rav. 3456. [0286

MARK VII saloon, good deliveries, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [7121

W. I. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; immediate delivery Mark VII; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R

IMMEDIATE delivery of new and unregistered Jaguar XK120 hard top coupe in black with red leather, complete with special equipment; your present car taken in part exchange; hire purchase arranged.—Steels (Swindon), Ltd., Drove Rd., Swindon, Wilts, Tel. Swindon 4035. [8651

JAGUAR

JAGUAR Mark VII saloon, choice of colours, delivery from stock; ask for part exchange quotation.—Steele Griffiths, London, S.E.5. Rodney 2201. [8731

JOWETT

JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City. Hatfield 2178. [0611/R

MERCEDES-BENZ distributors for Surrey and Sussex, all models available; write for full details.—Woking Motors (Maybury Hill), Ltd Woking 1928 [C4057

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213 [N4036

GODFREY HOUGHTON, Ltd., Main Agents Chester & North Wales.—A new motoring experience, favourable delivery most models; 220 model from stock; sales with service.—City Rd., Chester. Tel. 24818. [0704/R

SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344, 43345. [N4024

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland. Jas H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C 3. Tel. Douglas 7698. [0862/R

JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. May. 4274. [N4035

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ROWLAND SMITH'S for M.G.

NEW TF sports 2-seater on view.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Tube). N.W.3. Hampstead 6041. [C4018

IMMEDIATE delivery. New M.G. T.F. 2-str., choice of colours; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8777

JACK ROSE, Ltd.—See the new M.G. T.F. in our showrooms, all orders in strict rotation.—Stafford Rd., Wallington, Surrey. Wallington 6677-8; also High St., Banstead. Tel. Burgh Heath 36. [N3056

S. G. SMITH (MOTORS), Ltd.—Order your new M.G. model T.F. sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E 15. [0529/R

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus-4 distributors.—1954 2-seater in stock; send s.a.e for full specification.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

LATEST Plus 4 drop head coupe in red immediate delivery of this famous rally winner, cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. [4322

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week [0780/R

MORRIS

EPSOM.

WOODCOTE MOTOR Co., Ltd.,

MORRIS distributors.

FOR immediate delivery Oxford, Morris Six and traveller's car.

WOODCOTE MOTOR Co. Epsom 1234. [0007/R

ROUNDABOUT offer:—

NEW Morris Oxford saloon, colour black with red upholstery, immediate delivery.

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ALL models supplied; part exchanges, any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

D. J SHEPHERD & Co. (ENFIELD), Ltd., offer:—

MORRIS Oxford for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [N4009

NEW CARS FOR SALE

MORRIS

MORRIS Oxford de luxe saloon, 1954, colour grey; £753.—Beal & Potter, Hayes 0097-8. [8681

IMMEDIATE delivery new Morris Oxford saloon, birch grey.—Croydon Automobile Co., Ltd., Thornton Heath 3276 [5202

F. L. CRANMORE, Ltd., Potters Bar.—Morris Oxford utility de luxe, Morris Oxford saloons.—Tel. 2040 Potters Bar. [N1062

MEBES & MEBES Ltd. (Est. 1893), offer delivery of most models.—The Broadway, Mill Mill, N.W.7. Tel. Mil. 2040. [N3012

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vigilant 4444. [1661

MORRIS Minor traveller's car; £599/13/2.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241 [N4053

GEE CARS, Ltd., for your new Morris; immediate delivery Oxford de luxe, grey and red; exchange or terms.—60-62, Queenstown Rd., S.W.8. Mac. 3363. [0996/R

SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. [N4019

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Cowley van; also Morris Oxford saloons, choice of colour.—39/43, Eden St., Kingston-on-Thames. Tel. Kin. 3151-4. [0264/R

SORRY! No cut in P.T.!! But spring is just around the corner and you couldn't do better than secure immediate delivery of your new Morris Oxford saloon, black or colours; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9 [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 8626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19: Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940) Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex Ealing 3400. [0730/R

PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625 plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [N1035

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

LONDON.—Peugeot sales and Service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [6456

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19,, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

PONTIAC

PONTIAC. — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A. F. N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

RELIANT

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R

RENAULT

LONDON.—Renault sales and service.—Witcher & Son. 59 Cadogan Lane, S.W.1. Sloane 4126. [6457

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange. — Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai 5555. [0110/R

RILEY

NEW Rileys from stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N3052

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre black/green, heater; £1,205/5/10.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Spedwell 0011. (Ten lines.) [C4004

1½-litre delivery ex stock, one only.—Montrose Motors. Wembley 2636 [0765/R

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

F. L. CRANMORE, Ltd., Potters Bar.—1½ Riley, black, immediate. Tel. 2040 Potters Bar. [N1062

RILEY

MOTOURISTS (LONDON), Ltd., for Rileys.—Gt. North Rd., E. Finchley Station, N.2 Tudor 2301-2. [N3018

NEW 1½-litre Riley, black and maroon, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1 Tel. Grosvenor 5551. [N1018

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of the new 1½-litre in a choice of standard colours; in addition, the following special colours are available from stock:—

AUTUMN red, silver grey, ivory or sunbronze, all with red leather; woodland green or mist green with beige leather; quick delivery of any other special colour scheme.

49, Sloane Square, London, S.W.1. Tel. Slo. 4727. [N1048

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

ROLLS-ROYCE Silver Dawn, one only, for early delivery; send for list.

YOUR present car in exchange.

LOXHAMS, Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. 4245. [N2064

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [0139

MOORE'S, Ltd., can offer advantageous delivery of new Rolls-Royce Silver Dawn saloon with fully automatic drive.—Mitre House, 147-8, Western Rd., Brighton, 1. Tel. Brighton 26677. [8678

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

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HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,165/15.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [N1057

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage. Guildford 62907-8. [0245/R

ELLIOTTS OF BIDEFORD, Tel. 744.—Rover distributors for early delivery. [8649

CROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0063/R

H. M BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

DORKING MOTOR Co., Ltd., Main Agents.—Immediate delivery of Rover 60 and 75; early delivery of 90.—Dorking 2256. [N1088

WOKING and district.—Rover sales and service at L. F. Dove, Ltd., Guildford Rd., Woking, Tel. Woking 1282 [N1078

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

GODFREY HOUGHTON, Ltd., Retail Dealers.—Favourable deliveries all models; 60 model from stock; sales with service.—City Rd., Chester. Tel. 24818. [0705/R

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [N3040

DISTRIBUTORS

CENTRAL and West Surrey.

CLARKE'S of Pirbright, Pirbright, Surrey Brookwood 2201-2. Demonstration car always available. [N1049

FIAT (ENGLAND), Ltd.,

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires.

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [0665/R

H. W. MOTORS, Ltd., offer:—

NEW Simca Aronde for immediate delivery.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [N2042

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca, demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [N1018

IMPORTANT to all motor lovers.—To arrive in style without feeling you have travelled is where the 1954 Simca Aronde comes in; here is de luxe motoring well within your budget; your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

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SM1500, colour choice; exchanges welcomed.—Distributors, Marbrook & Kirby, Sandwich. Tel 3066. [8760

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

STANDARD

ROWLAND SMITH'S for Standard.

A RANGE of new cars on view.

IMMEDIATE or early delivery most models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R

STEARNS & Co. (CAR SALES), Ltd., Standard stockist, all models.—254, Brompton Rd., S.W.3 Ken. 0081. [867

KJ MOTORS, Ltd., offer Renown and Vanguard models for immediate delivery.—Bromley, Ravensbourne 3456-7-8-9. [0220

L. F. DOVE, Ltd., offer immediate delivery of all new Standard models.—69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [N1077

JOHN S TRUSCOTT Ltd., official retailers; early delivery of Vanguard and 8hp models.—173, Westbourne Grove, W.11 Bay 4274. [N4035

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer for immediate delivery Standard Vanguard Phase II saloon; £787. [N1001

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers, part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

ERSKINE, Woking, for all Standard models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 330. [N2051

MEBES & MEBES, Ltd. (Est. 1893), offer delivery of Standard Vanguard Phase II, black also 8hp model, blue, from stock.—The Broadway, Mill Mill, N.W.7. Tel. Mil. 2040. [N3012

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham Beckenham, Bromley, Sidcup, Bexleyheath and Farningham [0052/R

SORRY! No cut in P.T.!! But spring is just around the corner and you couldn't do better than secure delivery of your new Vanguard or Standard Eight 4-door saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons, choice of colour; demo. available. —Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1.—Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5 [C2054

NEW CARS FOR SALE

SUNBEAM-TALBOT

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group Dealers

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,265; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines) [N1008

SUNBEAM-TALBOT.—Dunham & Haines, early delivery of all models.—46, Castle St., Luton 2100-1. [N1079

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 460/4632. [0869/R

SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [O4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

METROPOLIS GARAGES, Ltd., the Triumph agents, for sales, service and spare parts for all models.—31, Maclise Rd. (Olympia), W.14. She. 5385-6-7. [0599

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0893/R

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KJ MOTORS Ltd., main dealers for Bromley, Orpington and district.—Bromley, Kent. Rav. 5456. [0221/R

SOUTH West Herts.—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co. Ltd., Watford. Tel. 7750. [5686

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

EUROPEAN CARS, Ltd., distributors for London Western districts, immediate delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 3333. [8858

VOLKSWAGEN

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1060

IMMEDIATE delivery, de luxe Volkswagen, choice of colours, terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants Tel 1681. [5771

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd. 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0723/R

GODFREY HOUGHTON, Ltd., Main Dealers Cheshire & N. Wales.—Early deliveries all models, including commercial and bus models, with after sales service.—City Rd., Chester. Tel. 24818. [0706/R

SOLE concessionaires Great Britain and Northern Ireland, cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0648

PRIDE & CLARKE, Ltd., South London distributors. —Immediate delivery all models, choice of colour; demonstrations; exchange, terms; "by return" spares service.—158, Stockwell Rd., S.W.9. Bri. 6251. [0902/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

CROYDON.—H. Harmer Car Sales, Ltd., local Volkswagen agents; from £599/13/4; choice of colour, all spares stocked; demonstrations; exchanges, etc.—443, Purley Way, Croydon. Tel. Croydon 6225 and Uplands 8629. [8908

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

ROWLAND SMITH'S for Wolseley.

A RANGE of new cars on view.

FAVOURABLE delivery 6/80 and 4/44 models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

THE WOODCOTE MOTOR Co., Ltd., Epsom.

WOLSELEY distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 1234. [0008/R

F. L. CRANMORE, Ltd., Potters Bar.—Wolseley 4-44, green.—Tel. 2040 Potters Bar. [N1062

WOLSELEY

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/80 and 4/44 saloons for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [N4009

C. W. J. COLES (CROYDON), Ltd., official Wolseley agents, offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase.—18, Blunt Rd., Croydon. Croydon 0074-5. [7677

MEBES & MEBES, Ltd. (Est. 1893), offer immediate delivery of 6-80 from stock and early delivery of 4-44.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

SORRY! No cut in P.T.!; But spring is just around the corner and you couldn't do better than secure delivery of your new Wolseley 6/80 saloon, for early delivery a Wolseley 4/44 saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

MISCELLANEOUS CARS

GATEHOUSE MOTORS

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

McKINNON MOTORS, Ltd., offer:—

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McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N3020

SHAW MOTORS, Ltd., of Tooting, offer:—

IMMEDIATE delivery of the following new cars:—Humber Hawk saloon; Standard Vanguard Phase II saloon; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

ALL makes of cars, utilities, vans; terms, exchanges. —Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0077

STANDARD 8, Ford Popular, immediate delivery; terms, exchanges.—Overton Garage (Churt), Ltd. Headley Down 3256. [8664

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R

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SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

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IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0360/R

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin. 7, Crofton Ave., Dun Laoghaire. [0877/R

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

ALWAYS 'phone Mac. 3363 for new Ford Consuls, also Zephyrs and Prefects; limited mileage; special facilities for overseas visitors.

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AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [0042/R

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [6280

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7 Kensington 4020. [0551/R

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay 8229 (Garage). [2936

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WELBECK MOTORS, Ltd., offer the country's lowest rate for brand new (1953) 8hp self-drive hire cars; no mileage charge, no mileage limit; you just pay a flat rental and that is all—however far you go; one day, £1/15; 24 hours, £2/10; one week, £12/10; 2 weeks, £20; no other charges whatsoever.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). Office hours: 8 a.m. to 8 p.m. [0631/R

WIMBLEDON CAR HIRE, self-drive specialists.—1951-53 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

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DRIVE yourself hire.—1953-4 saloons; choice of cars from £1 per day with unlimited mileage for period hire. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire for over 30 years.—Write, 'phone or call, H. F. Edwards & Co., Ltd. (Established 1918), 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [M2001

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RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.

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PRECISION super finished rebores with best pistons building and grinding, 6ft capacity, boring and sleeving, metal spraying and welding, cylindrical and bar grinding.

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CRACKED and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankcases, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process.

BARIMAR HOUSE, 22-24, Peterborough Rd., Fulham, London, S.W.6. Tel. Renown 2147/8. Night calls Renown 2148. Telegrams Bariqumar, Walgreen, London. Branches at Birmingham, Newcastle, Manchester and Glasgow are also operating at full blast. [0417/R

CRACKED cylinder blocks repaired by low-temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—Sanders & Co., Ltd., Victoria Rd., Hendon, N.W.4. Hendon 1286 [0122/R

ACCIDENT repairs of every description, including insurance work, panel beating, welding, recellulosing.—Jack Barclay (Service), Ltd., Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1082/R

UXBRIDGE.—Gregory's of Uxbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to any car, large stock of Vauxhall spares always carried.—Uxbridge 6432-5. Maidenhead 787 High Wycombe 2531. [0702/R

GALLAY, Ltd., can give immediate service in the repairs and rebuilding of motor radiators, petrol tanks, wings, etc; chromium plating also carried out.—Please send enquiries to Messrs. Gallay, Ltd., 103-109, Scrubs Lane, Willesden, N.W.10. Ladbroke 3644. [0857/R

AXLESHAFTS RECOVERY Co. (Myers Process).—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of splining undertaken; hub rebuilding or respilining a speciality; all sizes, inner or outer; excellent service.—Montrose Motors, Ltd., Wembley 2636/4443. [0766/R

U.S. CONCESSIONAIRES, Ltd., offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield Row 3252-4); and 5, Jubilee Place, Chelsea (Flaxman 7752-3). [0613/R

ROOF AND REAR LUGGAGE RACKS

PORTAGRID telescopic roof rack, one model fits any car; 87/6.—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211. [0114/R

ROOF AND REAR LUGGAGE RACKS

ROOF racks for hire, any period.—605, King's Rd., S.W.6 Renown 4455. [8686

WATMAC Dragoman patent detachable roof rack, suitable for any saloon car, fitted or removed in minutes without alteration to car; from 6 to 8gns; state make, year and hp.

WATNEY MOTOR ACCESSORIES Co., Ltd., Blaby, Leics. [0239

VICTORIA expanding roof rack, now fits any car, quickly interchangeable, strong, lasting, £5/7/6; Minor rack, £4/7/6; Alpine two-bar rack, £3/15; also Victoria claw, 15/-; all carriage paid U.K.; tarpaulins; from your garage.—Now manufactured exclusively by Victoria Motoracks, Ltd., Sales, 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0698/R

CHROMIUM plated tubular steel rear grids for XK120 (panel and boot lid); Austin-Healey, £7/10; M.G. to T.A. £7/5, T.C. and T.D. with back rail, £8; Morris Minor, Austin 8, Standard 8, £5/15; roof types from £4/4; hire, 12/6 per week; bumper fixing grids, Morris 8, Ford 8 and 10, 45/-; Minx, Morris 10 and 12, 48/-; postage 2/6.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

SAFETY GLASS

TRIPLEX.

EXPRESS REPLACEMENT SERVICE—wholesale and retail.

LONDON: Newton's (Kensington), Glass Merchants, 266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

WATFORD, Balmer's, Glass Merchants, Derby Rd Watford. Tel. Watford 4268.

SOUTHEND: Smith's, Glass Merchants, 623-4, London Rd., Westcliff-on-Sea. Tel. Southend 46248.

ALL the above are official Triplex stockists. [0835/R

D. W. PRICE.

FIT while you wait.—Neasden Lane, N.W.10 (Gla 7811); 2a, New Cross Rd. (New Cross 3856); Savoy Parade, Enfield 3170; Tancred St., Taunton 2993. [0019/R

TRIPLEX.—"While you wait" replacements.—British Steel Frame Co. Ltd., Bishopsgate 9611-3. See "Windscreens." [0142/F

SHOCK ABSORBERS

A

ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars.

NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

MAIN distributors:—

LONDON and the South of England.

PARR EQUIPMENT Co., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211 (3 lines).

BIRMINGHAM, West Midlands and Central Wales:—

MARLER & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901.

EAST Midland Eastern Counties and South Yorks:—

DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507-8.

NORTH-WEST England:—

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16. Moss Side 2245-6.

SCOTLAND:—

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 4137.

SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [0496/R

NORTH-WEST London:—

STOCKIST and fitting service, Woodhead-Monroe, Telaflo and Rotoflo; conversion sets available; full trade discount.

W. E. HAGGER, Oak Tree Rd. (facing Lord's Cricket Ground), St. John's Wood, N.W.8. Cun. 7335/8705. [M2044/R

JOHN A. SPARKS & Co., the

GIRLING-LUVAX largest distributors; complete new assemblies on exchange basis immediately.

JOHN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434. [0356/R

TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

LEVELS out the bad roads, providing extra comfort.

AERATION and frothing troubles eliminated by exclusive patent

FUNCTION at any angle owing to its independence to gravity problems.

LONGER life due to increased area of body.

OBTAINED from main distributors for South London, Kent, East Surrey and Sussex.

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley S.E.20 Syd 7066-7. [0078/R

THE London main distributors for "Rotoflo" and "Telaflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6468 and 6844.

WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage for dampers to fit most cars

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade [0158/R

30/-!!—Exchange reconditioned shock absorbers.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0449/R

RECONDITIONED shock absorbers, exchange service, popular types 32/6 each; list free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R

PARTS AND ACCESSORIES, REPAIRERS, ETC.

SHOCK ABSORBERS

ALL types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 77265-6. [4731

ALL types British, Continental, American shock absorbers, suspensions, new, reconditioned, guaranteed; reasonable; conversions to telescopics, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0004

ACCENT on service.—Old dampers or linkages exchanged "off the shelf"; all British, American and Continental types; six months' guarantee.—Baillie & Hurn, "The Girling People," 31-39, Hopehill Rd., Glasgow, N.W. Douglas 1762. [0997/R

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [0250/R

SCOTLAND.—Armstrong, Girling, Luvax, Newton, Woodhead-Monroe, contact the leading stockists for shock absorber service.—In the East, Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26237. In the West, James E. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 4137. [0550/R

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RICHFIELD.

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service, immediate replacement for most types others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed.—See below.

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THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1938. [0070/R

SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R

PRIDE & CLARKE, Ltd.—All spares in stock, speedo. heads repaired and set to zero from 15/-, quick service and quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0742/R

AUTO TEMPO METER Co., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables, all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. [0346/R

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LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3760. [0313/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7 —Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R

SUPERCHARGERS

BLOWER bargains.

WADE set for Ford 10, unused; £50.

WADE set for 6-cylinder Riley, slightly used, cost £125; £45.

ZOLLER set, 6-cylinder Riley 8-10lb per sq inch, overhauled, spare roto assembly, manifold and carb.; £30.

CENTRIC set, 9hp Riley 6lb per sq inch, good condition, complete with transfer pipe and carb.; £25.

CENTRIC Blower and special Riley 9 timing case, blower requires attention; £15.

BOB GERARD CARS, Abbey Lane, Leicester. Tel. 61511-2-3-4. [8278

ARNOTT low-pressure supercharge your car.

FOR instantaneous and rapid acceleration, standardized installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroen, Fiat, Renault, etc.

ALSO Arnott high-pressure competition models.

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MARSHALL-NORDEC low-pressure supercharger installations are guaranteed to increase performance by over 33%, giving outstanding acceleration and hill-climbing, installations for Ford, M.G., Morris Minor, Riley 1½-litre, Triumph, Vanguard, etc., for home and export orders; prices from £65 complete with all fittings.—North Downs Engineering Co., Westway, Caterham, Surrey. [0755/R

YOUR Volkswagen 1,131cc, Ford 10 1,172cc, supercharged Marshall A.75, by Parkes Autos, complete installation with latest carburettor, etc., £45 or £15 down, balance over 12 months. Extract appreciative customers' letters: The improvement in performance is all that I had hoped for and the unit exceptionally quiet. And another: . . . After 18 months' service, have recently decarbonised engine and car now almost takes off. May we have the opportunity of now satisfying you likewise? Photos 1/-, or send c.w.o. for consignment with easy fitting instructions, packed, crated and carriage paid to—Parkes Autos, Buckholt, nr. Monmouth. [8722

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MARBLE ARCH.

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. [M3002/R

TYRES—Tyres—Tyres.

MAKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres; we will sell on easy payment if so desired.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77328. [0565/R

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [M4070/R

PRIDE & CLARKE, Ltd., for new tyres and remould tyre bargains, quotations by return, state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R

TYRES AND TUBES

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or 'phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R

BULL'S.—A tyre for every job; new and remoulds; free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

TYRES and tubes (used and remoulds), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete tyres; all commercial, ex-W.D., tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0887/R

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Gosweltiro, Norwest, London. [0087/R

GUARANTEED remould tyres: 450×18, 51/3; 450×19, 52/3; 500×16, 55/3; 500×17, 59/3; 550×16, 67/3; 550×18, 73/3; 600×16, 78/3; guaranteed sound inner tubes 5/- each; all other sizes available, remould or new; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockoford Lane Garage, Chesterfield. Tel. 4615. [5628

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

MOST types of easy clean and wire wheels in stock. —Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0678/R

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0888/R

CLARE'S MOTOR WORKS.—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7.—Wire wheels repaired, converted, resplined, re-enamelled, Easi clean wheels repaired, retrued.—56a, High St., Wimbldon. [0638/R

ALL types and years car wheels, second-hand, in stock; quotation by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Chesterfield. Tel. 4615. [5627

WINDSCREENS, WIPERS, ETC.

AUSTIN 7 1932-34, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

BERKSHIRE WINDSCREEN WIPERS, repairs, replacements and spares.—8-14, Hampton Rd., Twickenham Green, Middlesex. Tel. Popesgrove 6284. [0554/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreens Ford, Austin 7, fixed and sliding windows for utilities.—Bishopsgate 9611-3. [0908/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(*See also page* 118)

TO garage owners and others.

PETROL filling station, Woodhall Spa, Lincs.

FREEHOLD property for sale with possession, comprising petrol filling station with good office accommodation, lock-up garages let at £221 per annum gross; petrol sales average 1,000 gallons per week; private hire car service operated.

APPLY: Cripwell & Eastgate, Auctioneers Estate Agents and Valuers, Halifax Buildings, West Gate, Mansfield, Notts. Tel. 314. [8646

WESTON-SUPER-MARE, Somerset.

GARAGE for sale, completely equipped, established car hire business, net turnover £800 to £1,000 per year; lock-ups and permanent garage, £4/18 per week, good car sales; 8-roomed house on premises, large yard, owner wishes to retire; £10,000 or near offer; stock at valuation.—Wadham Garages, Wadham St., Weston-super-Mare. Tel. 269. [8870

ALDRIDGES (Est. 1753), Auctioneers and Estate Agents.

BEDFORDSHIRE market town, main road garage and filling station, modern showrooms, workshops and pumps, good living accommodation, popular agencies, petrol approx. 1,250 gpw, sound concern; freehold £15,500 s.a.v.

SOMERSET.—Main A38, est. motor business with popular agencies, modern showrooms and well equipped workshops, pumps, etc.; freehold £15,500, s.a.v.; mortgage available.

FOR particulars of the above and other garages and filling stations in London, Home and Southern Counties, apply Estate Dept., William Rd., N.W.1. Eus. 2352. [M1004

A. H. LANSLEY, 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1890. [4246

BRISTOL, main road; showroom, garage for 25 cars, flat over, vacant; £2,980.—Andrew Kewstoke, Weston-s-Mare. [7962

GARAGE, Leamington; nice house, good profits; freehold £4,750; private hotel (Llandudno), £7,000.—14, Leyborne Park, Kew. [8761

FREEHOLD garage and covered filling station, centre of Cornwall, well equipped, detached, on main A390 road; outstanding opportunity; large mortgage available.—Box 4192. [8429

GARAGE, A.390 road, borders Devon and Cornwall; good business, petrol, repairs, coach hire (3 coaches), taxis (2 cars), excellent living accommodation, small field, room for expansion; tools, equipment all in; near offer to £10,500.—Apply Ward & Chowen, Tavistock. [8787

BUSINESS AND PROPERTY

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton 1 (Tel. 23284), offer the following:—

WILTS.—Excellent garage business with petrol turnover of 60,000 galls, substantial turnover; also a retail shop with accommodation over; price for freehold, goodwill and equipment, £9,250, or long lease at £200 per annum would be granted with ingoing of £3,250, s.a.v.

WORTHING Area.—Main road garage and filling station held on lease with 15 years' unexpired at reasonable rent, workshop area 2,500ft super; good living accommodation; price for goodwill and equipment, £3,000, s.a.v.

MID-SUSSEX.—Corner position on trunk road, garage and filling station with house, petrol 60,000 galls p.a.; "all-at" £9,500, s.a.v.

FURTHER particulars of above and other garages available from Messrs. Gladding, Son & Wing, as above. [M2021A

OLD-ESTABLISHED leasehold garage with car distributorships in Midland cathedral town offered at low figure for immediate sale.—Apply "Services'," Lloyds Bank Chambers, Newbury, Berks. [8781

VILLAGE petrol station and car hire, residential area S. Bucks 2 electrics, garage (30ft×40ft), 4 rooms, garden, petrol 40,000; £5,750 freehold.—Lansley, 53, Friar St., Reading (Tel. 4632). [8701

GARAGE, busy Sth. Coast town, modern brick-built service garage, overall 5,000ft, offices, stock and staff rooms; modern flat; densely pop. area; freehold, £9,500.—Patching & Co., 5, Chapel Rd., Worthing. [7953

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614. [0546/R

NET £1,000 annually.—Special opportunity; nice repair garage and filling station, busy main road, near Exeter; petrol 17,000 galls., 2 pumps, good living quarters, full range equipment, tools; freehold all at only £4,750.—Box 4390. [8871

FILLING station, Hants.—Main road six-pump site, easy entrance, imposing modern building with self-contained accommodation, 3 bedrooms, etc., trade £12,000 annually; petrol 1,000 gallons weekly; easy hours; price £8,500 freehold.—Universals, 47, Victoria Rd., Surbiton. Elmbridge 8359.

PETROL station, London-Southampton road, Hampshire, 7-pump site, gallonage 135,000; cash turnover, £35,000; price £22,500; freehold to include modern bungalow.—Apply Universals, as above.

FILLING station.—Unique trading position, near Slough; well-known picturesque garage; 85,000 gallons annually, advatageous lease; price £5,750, full details apply.—Universals, as above. [8641

BUSINESS AND PROPERTY

CHURCH HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements to—39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. [M1047

£6,500—Garage business in busy district South Coast town, exceptional scope for expansion; freehold premises, large flat over office and stores block, workshop for 9 cars, vacant building site, valuable equipment, owner emigrating, mortgage available. —Box 4389. [8799

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, have over 60 personally inspected and recommended garages for sale throughout England, from £2,000 to £50,000; mortgages arranged on all propositions offered; comprehensive details on request. [8350

LARGE well-appointed showroom, stores, offices, greasing bay, small workshop, forecourt, 1,700 sq ft, petrol pumps, large flat above, site area approx. 7,000 sq ft; also workshop 3,500 sq ft with petrol pumps; both on main road, near centre of expanding industrial mid-Cheshire town; owner must retire; excellent profits; freehold, equipment, etc., £13,250.—Apply Box 4387. [8797

MIDLANDS, near Leamington Spa, large garage with ample headroom, more than 3,000 sq ft covered, 4-pump filling station untied, 42,000 galls. last year, 3-bedroom house, offices, etc., site more than an acre, all modern brick-built and first-class condition, vacant possession of whole on completion; new lease available at £300 per year; exclusive price £1,500.—Write, Warren, 67, Fulford Grove, Oxhey, Herts. [8659

CROYDON.—Large old-established freehold garage and filling station in monopoly position, serving residential area; fine modern freehold premises, 14,675 sq ft, on large site, including freehold house and offices, showrooms, five petrol pumps, greasing plant, spray shop, large centrally heated workshop; audited accounts. Full details, Messrs. Chilcott White & Co., Ltd., 125, South End, Croydon 2708. Sole Agents. [8828

Business & Property Wanted

ALDRIDGES urgently require for numerous applicants:—

(1) Garages and filling stations in London, Home and Southern Counties, well sited with good petrol sales.

(2) Brixton and Streatham area, premises suitable for servicing, 6-10,000 sq ft.—Particulars to Estate Dept., William Rd., N.W.1. Eus. 2352. [W1004

FILLING station and garage urgently required for special applicants, Home Counties preferred, or South Coast; £5 10,000; early inspections.—Full details to:—

ANTHONY D. LEWIS & Co., 95, High St., Esher 3577. [M2071

BUSINESS & PROPERTY, SITUATIONS, BOOKS

Business & Property Wanted

GARAGE required, 6/8,000 sq ft, in London area, for storage purposes.—Box 4232. [8592

ADAIRE & SON urgently require filling stations and garages, caravan sites, roadhouses, etc., coastal and country, within 100 miles of Bournemouth; numerous waiting purchasers with ample cash ready for the right business; vendors please write.—324, Holdenhurst Rd., Bournemouth. Tel. Boscombe 36655. [7990

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey. Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. [7150

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952

JUNIOR salesman, salary £6 plus commission.—Whiteley & Creasy, Ltd., Werrington, Peterborough. [7950

STORESMAN required, Rootes group experience preferred.—Manton Motors, Ltd., 23-27, Shirley Rd., Croydon. Addiscombe 6051. [8892

QUALIFIED motor engineer with assessing experience required, Midlands and North, give particulars qualifications experience.—Box 4122. [8354

WORKING foreman required shortly for garage, only first-class men with experience need apply in writing, stating qualifications.—Box 3653. [7298

LONDON company require experienced car buyers; preference shown to applicants with excellent references; good salary and commission.—Write Box 4299. [8672

BEDFORD commercial vehicle and Vauxhall salesmen required.—Write, giving fullest particulars, to Sales Director, G.N., Ltd., 278-300, Balham High Rd., London, S.W.17. [8652

SERVICE Manager required by West Country distributors, preferably with Rolls-Royce and Bentley experience; full details of previous experience to—Box 4016. [8856

SOUTHAMPTON distributor for the undoubted best value in commercial vehicles and cars has vacancies for good salesmen. Salary and commission.—Write Box 4269. [8645

APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners, to handle new repair services, for which there is no competition.—Apply Box 2360. [4269

WORKING foreman required for motor firm Sutton, Cheam, Surrey area; wages £10 per week with fully paid holidays; applicants must be highly skilled and able to furnish excellent references.—Box 4298. [8671

CAR hire receptionist required by Central London Company, good salary and excellent prospects for keen and capable young man, able to drive a car, who is anxious to make progress.—Write, Box 4017. [8857

SKILLED fitters required with experience of Nuffield, Daimler, Lanchester, Jaguar and Rover vehicles; ideal working conditions, superannuation, etc., good rates.—Apply, Wray Park Garages, Ltd., Reigate, Surrey. [8873

SALESMAN required by firm on northern fringe of Home Counties, this position embodies executive powers and is an opportunity for a man experienced in the handling of new car sales and the buying and selling of used cars.—Box 4126 [8370

ARMSTRONG SIDDELEY MOTORS, Car Division, has a vacancy for an experienced senior body layout draughtsman; good prospects and salary above A.E.S.D. rates.—Reply to; Reference SG.3, Personnel Manager, Armstrong Siddeley Motors, Coventry. [8738

TECHNICAL representative with knowledge of light engineering required by well-known motor accessory and component manufacturers, first-class connection with principal car and C.V. makers and bodybuilders essential.—Write fully, in confidence, to Box 4157. [8419

A.E.C., Ltd., require, designers and draughtsmen for development of diesel trains; premises at Borehamwood, Herts; work is in connection with a new project on behalf of the British United Traction Co., Ltd., and automobile and railway experience would be an advantage; permanent employment and pension scheme.—Applications in writing stating age, experience and salary required, to Staff Records Office, Windmill Lane, Southall, Middlesex. [7993

SITUATIONS VACANT

SALES.—Assistant sales manager (25/40) required by leading motor accessory and component manufacturers, sound commercial experience, flair for correspondence and sales promotion essential, motor industry training would be an advantage, salary according to ability.—Write Box 4115. [8340

RECEPTIONIST/Foreman, capable staff disciplinarian with initiative; prospects of advancement to service manager, required by distributors of Nuffield and other franchise in Surrey; full details of past experience and positions held, with age and salary required to—Box 4392. [8874

BOURNEMOUTH (outskirts) main road garage and showrooms, proprietor forming limited subsidiary sales company, wishes to contact keen, energetic and experienced used car buyer/salesman with small capital; please state age, experience and capital available in strictest confidence, to Box 4209. [8448

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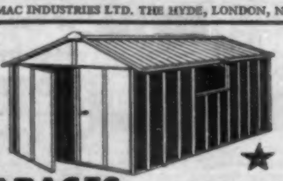

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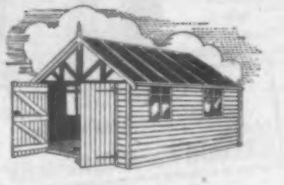

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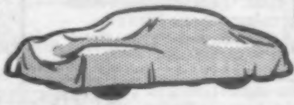

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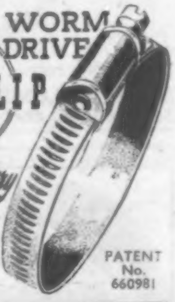

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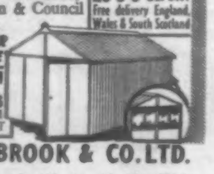

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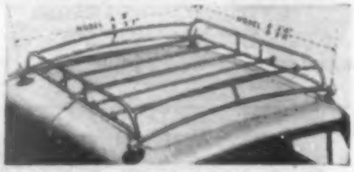

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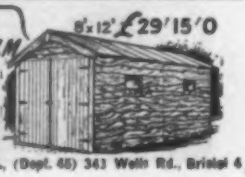

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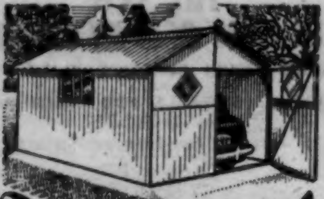

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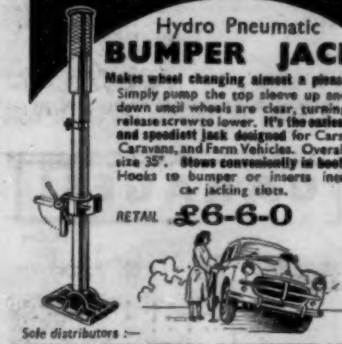

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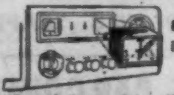

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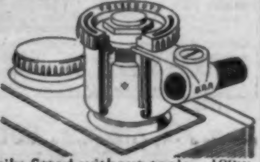

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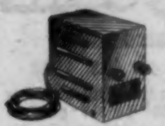

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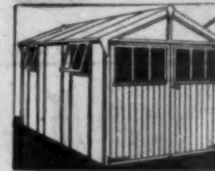

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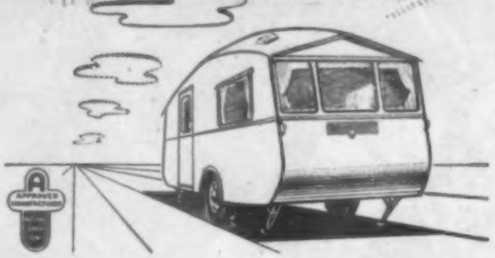

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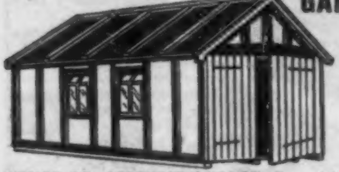

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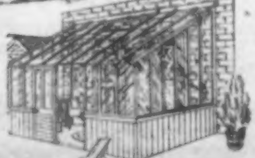

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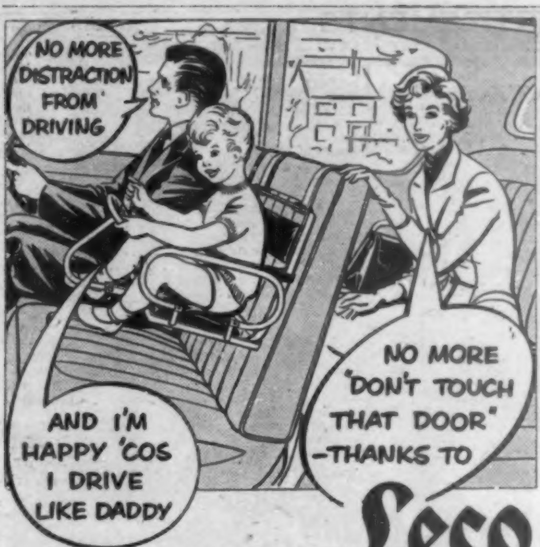
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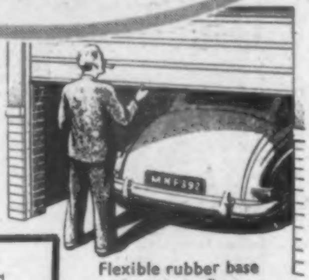

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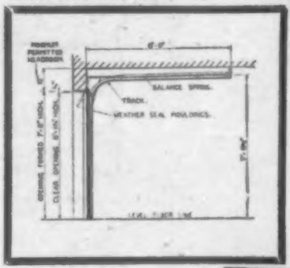

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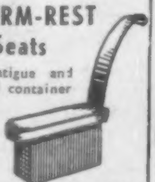

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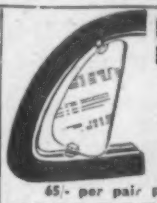

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